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RAILROAD

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Adventurous Railroading and Rail Hobbies

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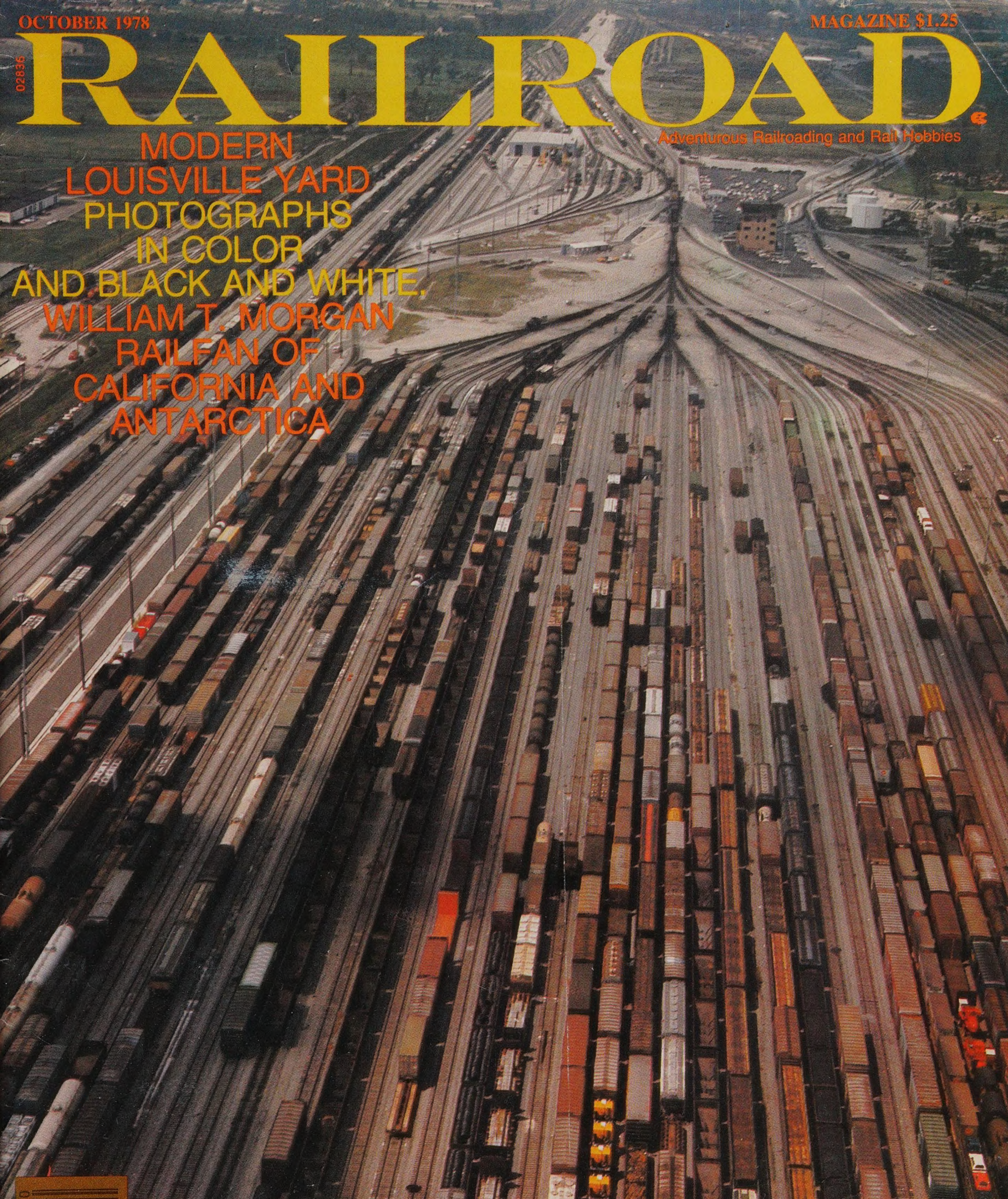

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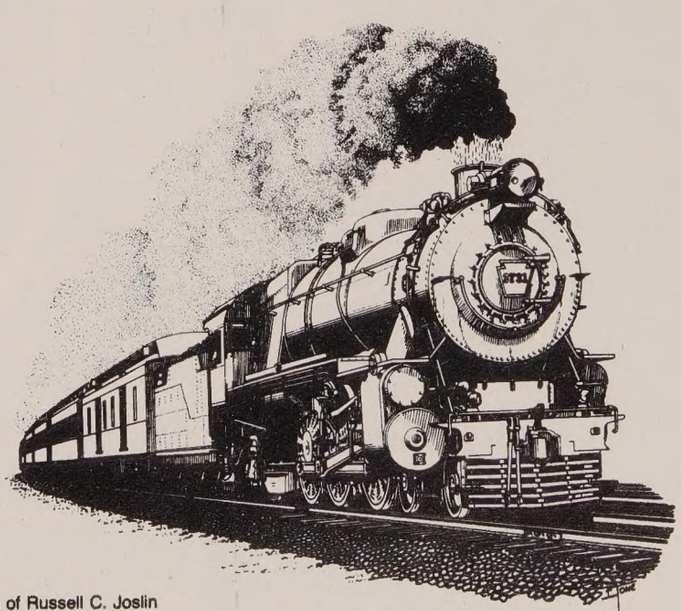

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Steel framework of SCL bridge over Hillsborough River forms backdrop for Sherren Cabaniss of Tampa, Fla.

THE MAIL CAR

where editors and readers meet

OUR FRONT-COVER view of the Family Lines' great automated yard at Louisville, Ky., was made by C. Norman Beasley. Norman joined the *Louisville & Nashville Magazine* staff as a photographer in 1950. Thirteen years later he was made chief photographer. After other promotions he attained his present position as manager of special projects for the Family Lines System. His overhead yard scene was shot originally for the *Family Lines Magazine,* successor to the L&N publication, which let us use it. That bi-monthly covers the system comprising the L&N, Seaboard Coast Line, Clinchfield, Georgia, and West Point Route. Norman takes many photos for his system's magazine. Sometimes he uses his lovely wife, Janet, as a model for camera studies. He has several citations for the excellence of his photography.

Our back cover is the work of this month's *Interesting Railfan,* William T. Morgan. It shows the northbound *Coast Starlight* last April 21 near Chatsworth, Calif., area known as Chatsworth Rocks. The train consisted of Amtrak SDF-40F's 540 (in new paint scheme) and 618 (old paint), and 14 cars, climbing Santa Susana Pass, about to enter tunnel 27 on the Santa Fe subdivision of Southern Pacific's Los Angeles Division. According to SP timetables, the train is westbound.

The Railroads Tell Us

UNION PACIFIC is involved in a major project to improve service along its entire 9700-mile system and to help other railroads as well. It will speed $40.5 million for a new classification yard at North Platte, Neb., to handle westbound traffic. Work on the project began in July and will take about two years to finish.

The new yard, covering 480 acres, will have twice the capacity of UP's present westward yard and will include special areas for high-priority traffic and separate run-through tracks for coal trains. This will mean better service not only for UP but also for all lines funneling through the North Platte corridor.

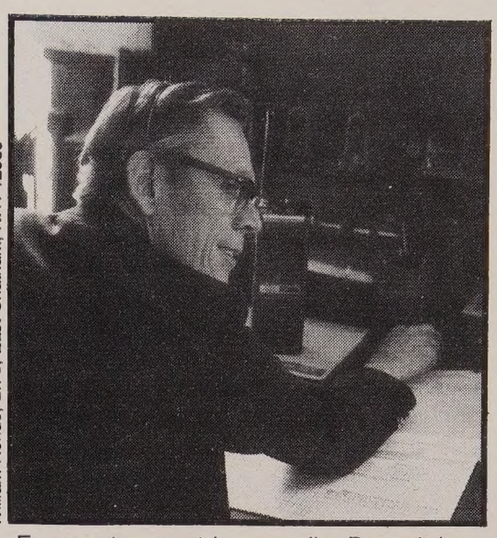
Computer facilities in the new automated yard will weigh, sort, and classify by cargo and destination cars as they roll by a crest building. The computer will then electronically determine which track the car is to enter and activate the proper switch in less than a half-second. This data will be simultaneously relayed to headquarters in Omaha. The system will be backed up by a standby computer. To avoid construction delays, Union Pacific will continue to use its present westward yard until the new one opens.

NORFOLK & WESTERN has set new records for loading a vessel. The *M.V. Kildare* sailed for Japan after NW employes finished loading 124,881 net tons of metallurgical coal for the Japanese steel industry. This is the greatest amount of coal ever loaded aboard one ship at Hampton Roads in Virginia. To do so, they unloaded the 1,437 coal cars required to fill the vessel—the equivalent of seven full-length trains of 14 miles of cars—in less than 56 hours! NW also topped the Hampton Roads' harbor record for loading a single ship, and a company tonnage record set a little over two years ago. NW serves about 220 coal mines in Va., W. Va., Ky., and Ohio and gets about 40 percent of its revenues from coal.

SANTA FE has announced a $185 million equipment program for 1979 including 141 new diesel locomotives, 1,640 new freight cars, 207 auto ra s for flatcars, and conversions of 530 c s for new service. Locomotives now o order include fifty-four 3,000-hp units for unit coal train service from EMD, thirty-five 3,000-hp units from General Electric for transcontinental service, and twenty-six 2,000 to 2,300-hp units from General Electric for general service. Orders for the other 26 locos will be placed soon.

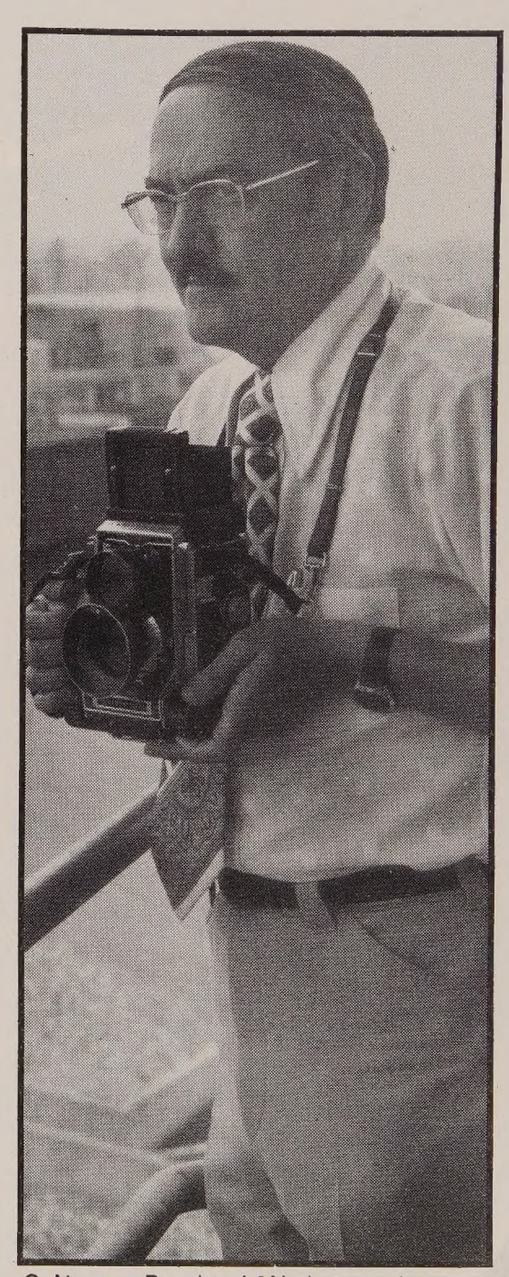
CONRAIL is launching a program aimed at huge increases in back-haul boxcar movements to improve the economics of its freight business. Doing this will mean special rates on such movements, thanks to ICC permission. Empty car mileage could be cut sharply, with a great increase in the availability of Conrail's limited fleet to customers.

Richard H. Steiner, Conrail vice president of marketing, said: "We are exploring opportunities to put loads on cars that otherwise would be returning empty to our connecting lines. Last year Conrail returned some 344,000 boxcars empty to its southern and western con-

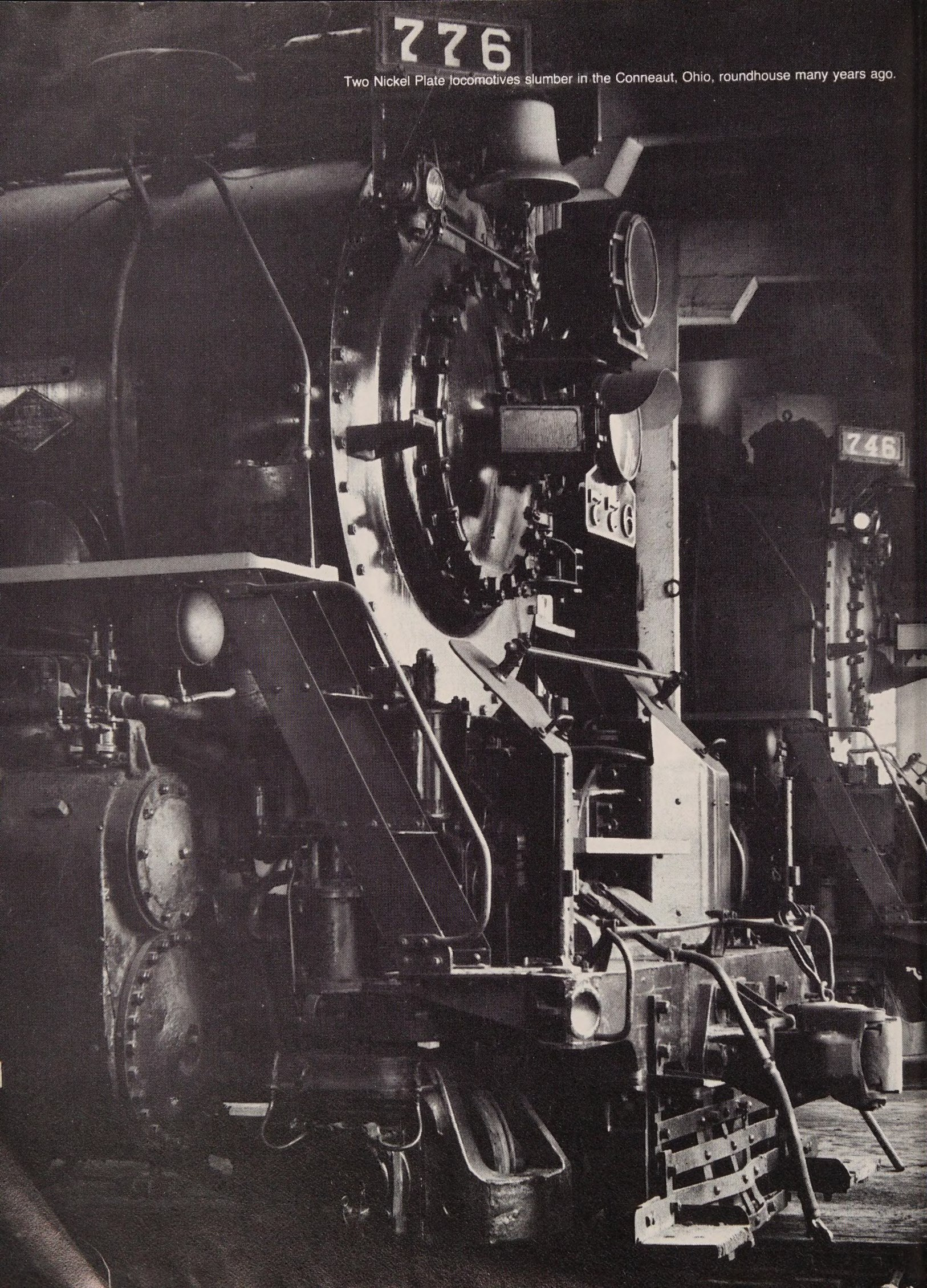


William Rohde, Bx 8, East Chatham, N.Y. 12060

Ex-operator-agent boomer Jim Perrault before key at Bellow Falls, Vt.



C. Norman Beasley, L&N photographer, takes aim with his trusty camera.



Two Nickel Plate locomotives slumber in the Conneaut, Ohio, roundhouse many years ago.

nections. Obviously, it would have been to our benefit to put loads in those cars."

Conrail has acquired from the Lehigh Coal & Navigation Co. its leasehold interest in the Lehigh & Susquehanna Railroad for some $5,200,000. The L&S runs about 105 miles from Phillipsburg, N.J., to Wilkes-Barre, Pa.

MILWAUKEE ROAD'S status has improved slightly in recent months, but the ailing railroad still faces a sizable loss for 1978, according to Stanley E.G. Hillman, its trustee. Hillman forecast that the road would lose about $50 million this year. In February, he estimated a probable loss of $66.5 million.

The new projection was made in his petition to the federal court overseeing the road's bankruptcy reorganization to support his application to issue trustee's certificates as security for about $47 million in financial assitance from the federal government. The Department of Transportation has indicated it would accept such certificates as security.

The Milwaukee's cash portion has temporarily improved, Hillman added, meaning that it will not have to cease operation this year for lack of ready cash. He warned, however, that the railroad's physical condition continues to deteriorate because it cannot generate sufficient funds to pay for needed track and equipment repairs. The work force, too, is being reduced.

The Milwaukee seeks to eliminate 3,800 track-miles from the 10,000-mile system by abandoning light-density lines. The United Transportation Union has agreed to reduce by attrition the number of brakemen on most freight trains from two to one.

The Personality Parade

AMY CARTER, the President's daughter, was aboard a Southern Railway passenger train which struck and killed 15-year-old Elijah E. Dingle as he ran across the tracks one evening a few weeks ago. White House press aide Jim Purks said she was asleep at the time of the accident and was unaware of it. The train, the *Southern Crescent,* was en route from Washington to Atlanta and continued after a 48-minute delay following the accident at High Point, N.C.

The boy was following two companions who made it safely across the unlighted tracks ahead of the train when he was struck. The train was moving at about 40 mph.

"STEAM WIZARD" Mike Eagleson has been building a house for himself and his wife, Naomi, at Glen Ridge, N.J., which he will probably complete and move into before you read these words. Mike is constantly on the lookout for steam news for his column. Maybe *you* can help.

THE FIRST answer to our readers' survey postcards came from *Interesting Railfan* Ramona K. McGuire, 2235 Tehama 7, Redding, Calif. 96001. She writes: "You have outdone yourself with the August issue; the centerfold is spectacular. The whole format is clean and sparkling. I like especially Roger Whitaker's '72 Years of Dining Cars.' "

WANTED by Paul Wilson Sr., 2531 S.W. 31st St., Fort Lauderdale, Fla. 33312, word from anyone who knew his dad, C.H. Wilson, engineer on B&O's Cumberland Div. The father was killed June 16, 1937, age 38, in Washington, D.C. How did it happen?

THE GHOST TRAIN

The moon was white in a star-burned sky,
But down where the railroad track
Runs close to the swirling river's bank,
The shadows were thick and black.
Thick and black, and who could see
Those watery fingers feel
And claw and tear beneath the ties
And under the shimmering steel!
Engine and train and lone caboose
Into the river slid;
For only the heedless moonlight saw
What the shivering shadows hid!

And now when the stars are pale and wan
And a wild white moon rides high,
Her headlight flinging a pallid beam,
The Ghost Train rumbles by.
And the "rail" who hears her exhaust that sounds
Like rain on cold grave stones,
The sob and cry of her rusted rods,
Or her whistle's watery moans—
He knows the Ghost Train is calling him,
The Great Dispatcher has marked him up
As one of the phantom crew!

—Alexander Leslie

MICHAEL HOPPER, 10, is home again, walking tentatively on artificial legs that replaced the ones he lost trying to save his puppy from a train. His new pet, a Yorkshire terrier, greeted Michael as he left an airplane at Tampa, Fla. to the applause of some 250 well-wishers, many of whom had brought gifts.

Last January, Mike and his previous dog were playing on a railroad trestle when a train came along unexpectedly. He tossed the puppy over the side, but was unable to get out of the way himself. The animal was never found.

His parents, who are divorced, were together at the airpot. "He's showing both of us he's stronger than we are," said his dad, Staff Sgt. Earl Harper of Patrick Air Force Base.

The boy's mother said: "The Shriners covered much of the medical cost; fund-raising events earned the rest. We've gotten about 4,000 letters, including one from President Carter."

NOT EVEN the fact that as a boy of 13 he witnessed a fatal wreck in 1905 kept Chauncey Daniel from becoming a fireman on the Seaboard Air Line in 1912. But he has never forgotten hearing the thunderous crash and running to the scene of the cornfield meet of two SAL trains en route between Orlando and Wildwood, Fla. A native of Plymouth, Fla., Chauncey began railroading at age 20, was promoted to the right-hand side of the cab on the Tavares & Gulf seven years later, and retired in 1958.

REMEMBER that photo of a pigeon walking on the floor of New York's old Penn Station and an unidentified young man strolling nearby? The man saw it in our July '78 issue and identifies himself as Richard D. Terebecki, 4003 N.E. 167th St., North Miami Beach, Fla. 33160, a railfan for most of his 41 years. Ed Wojtas, one of our *Interesting Railfans,* who took that photo 14 years ago, is editor of *Amtrak News,* 400 N. Capitol St., N.W., Washington, D.C. 20001.

JAMES J. PERRAULT was the son of a Vermont Central agent-operator with 45 years of "whiskers." Becoming an expert telegrapher himself, he hired out to the Boston & Maine, the first of 22 railroads for which he worked in towers, stations, and division offices as brass pounder, agent, dispatcher's clerk, yardmaster, and trainman.

"The telegraph was dying when I began railroading," he says. "Operators were scarce and expensive, while even a beginner typist-clerk could run a teletype machine. Actually, the telegraph key was more efficient than the telephone for some dispatching jobs on mainlines and especially in busy towers. But as the old-timers retired, the new generation would rather pick up a phone than learn telegraphy. My father taught me station work and freight tariffs. Often a chief dispatcher who didn't need any brass pounders at the moment would say yes when I asked if he could use a first-class freight and ticket clerk."

Bill Rohde of East Chatham, N.Y., who wrote this item, was a boomer

telegrapher himself at the same time Jim was. Eventually the two men got together. As the late and great Harry Bedwell wrote in one of his stories, "You lived rapidly during these reunions and required a few quiet days for recovery."

Jim is proud of his friendship with Harry, with whom he held tricks at Oxnard, Calif. (the home town of William T. Morgan, who made this month's back-cover photo for *Railroad Magazine*). Jim's last railroad job was at Logansport, Ind., while Bill Rohde's was at Lake Worth, Fla. Recently the two ex-boomers toured New England and New York together, visiting old stations and taking photographs. After that they took "a few quiet days for recovery."

Abnormal Demands

CAR SUPPLY problems are not necessarily due to so-called "car shortages" but usually to temporary abnormal demands, particularly the grain and coal traffic. Noting that railroad grain traffic recently was 21 percent above the average for the corresponding period of the three previous years, James E. Martin, vice president of operations and maintenance, Association of American Railroads, declared: "The real problem is not with the railroads, but with a grain marketing system that, for the second time in five years, has placed demands upon the transportation system—and that's mainly the railroads—to move two years' crops in a single year. That simply can't be done without problems."

Speaking before a meeting of the AAR's freight claim and damage prevention division, Martin pointed out that barge operators have taken advantage of the situation . . . by tripling their rates of last year while handling only a relatively small portion of the total traffic.

Under these circumstances, he said, it is exasperating to have certain grain interests go before the ICC and oppose a requested 4 percent rate increase by the railroads to cover demonstrated increases in operating costs, and, beyond that, appeal to the regulators to force the railroads to make 25-year investments in freight cars to meet peak demands such as that which now exists.

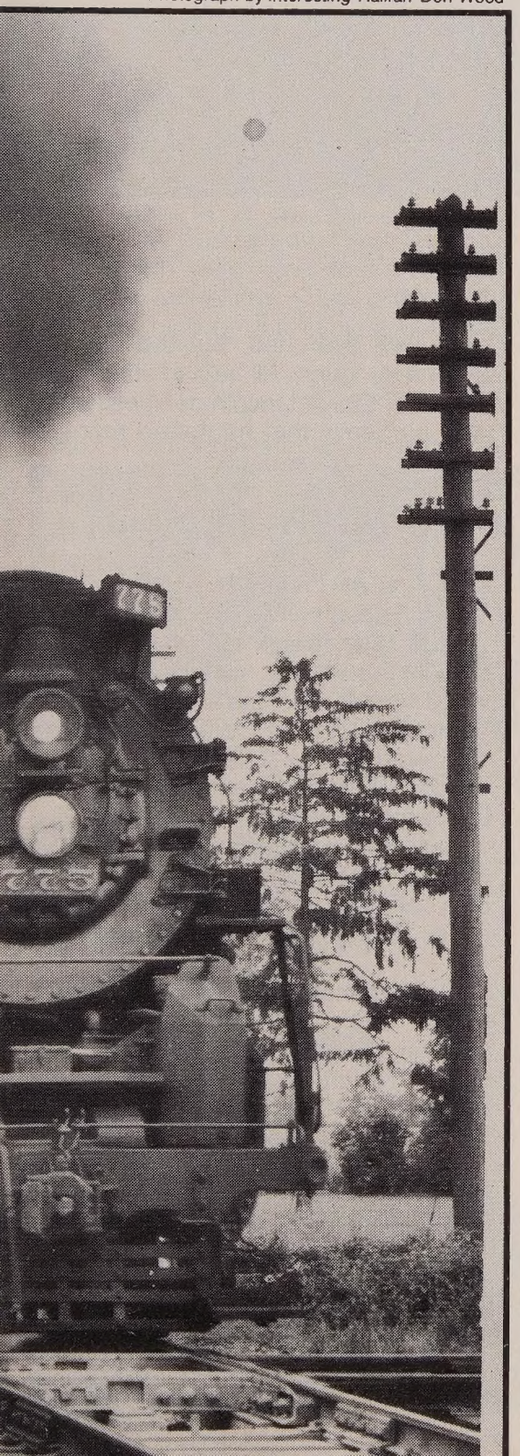
Fast Nickel Plate freight being wheeled by Berkshire 775 seven miles out of Bellevue, Ohio, about to hammer over B&O Sandusky-Willard line, in 1956.

The railroads cannot logically be expected to buy all the cars needed to handle such an abnormal demand. If they did, they would have thousands of covered hoppers standing idle for half the year. "With each car representing an investment of some $35,000," Martin added, "we simply cannot afford that kind of luxury."

Views and Reviews

MY FATHER worked in the Chicago & North Western's bridge and building department for 30 years. I am saddened by the fact that some of the tracks now being abandoned are the very ones he helped to maintain. He died in 1972, shortly after he had worked 14- to 18-

Photograph by *Interesting Railfan* Don Wood



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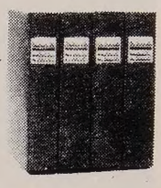

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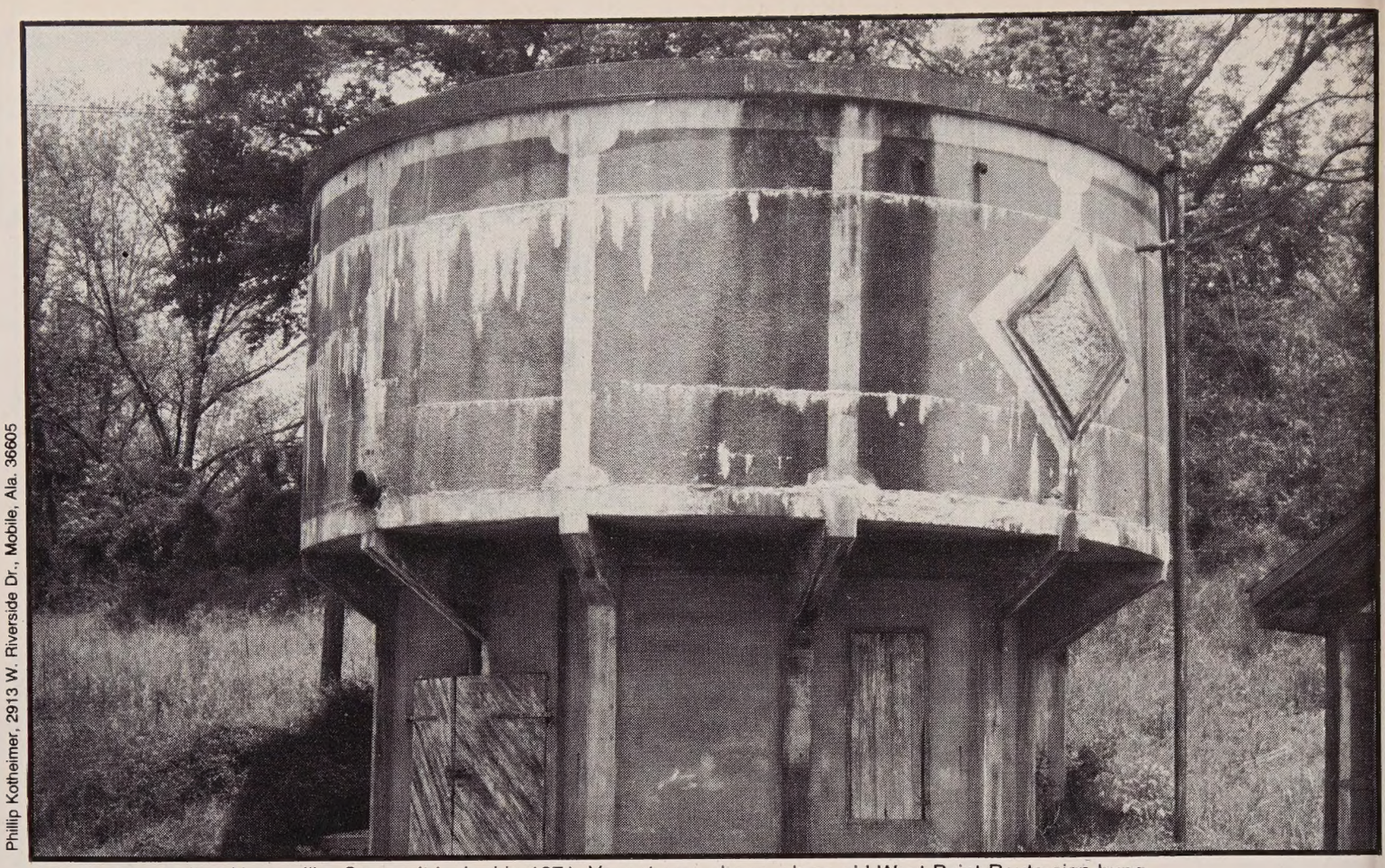

Phillip Kotheimer, 2913 W. Riverside Dr., Mobile, Ala. 36605

A&WP water tank at Hoganville, Ga., as it looked in 1971. Vacant area shows where old West Point Route sign hung.

hour shifts helping to rebuild the line between Rapid City and Belle Fourche, S.D., which a flood had washed away.

Railroads in South Dakota have filed petitions with the Interstate Commerce Commission to abandon 371 miles of branch track. And they have notified the state they are considering abandoning another 1,167 miles. That's about half of South Dakota's 3.130 miles of railroad track!

Here is one example of what's happening. The other day, the central South Dakota town of Winner saw its last train. The engine, a solitary freight car and a caboose, rolled out of town with no ceremony, ending 67 years of service on the line which originates in Norfolk, Nebraska. Engineer Roger Marlatt was at the controls for the final trip, about 340 miles all told.

The rail line reached Winner back in 1911 when it was operated by the Fremont, Elkhorn & Missouri Valley Railroad. But now it has been abandoned and the track will be torn up for salvage.—Dennis E. Bergerson, 733 Nicollet S.W., Huron, S.D. 57350.

IT HAPPENED on the old New York & New England on the section from Danbury, Conn., to Fishkill Landing, N.Y. A freight was being checked up at the end of a run, when it was discovered a car was missing from the middle of the train. The car had not been left out of the train; it was nowhere in the yard. Where was it? Later it was found on a hillside below the track. The train had broken in two on the down grade, the car had jumped the track, and the train had come together before the loss was discovered.

PENNSY TRAIN 39 made an emergency stop on Aug. 31, 1909, at the foot of Black Log Mountain in a gorge of the Alleghenies in western Pennsylvania. The hogger, Sam Donnelly, wiped the clock after torpedoes had exploded on the rails ahead. Almost nightly, that train carried considerable money west from the U.S. Print Shop in Washington, D.C. On this night, the first car held a little safe containing newly minted 1909 Lincoln pennies and some bullion. The second car contained roughly $500,000 in currency.

Donnelly peered down the track in this lonely spot where famed David "Robber" Lewis had preyed on stagecoaches and Conestoga wagons a century before. Sure enough, a stranger, wearing a black slouch hat and holding two revolvers and a gunnysack, stood on the track. He ordered the crew back to the first car, lined them up, had them fill the sack with loot, and forced them to lug it up a slope for him. Then he released the crew and the train sped away.

Bloodhounds were borrowed and the area was searched, but the gunman was never found. All he had stolen was a load of $65 in Lincoln pennies, which was so heavy that he spilled many of them along his escape route.

Baled Hay in Tunnel

AN ARTICLE on "Wet Grain Sacks in the Tunnel" by R.P. Middlebrook in June '78 issue brought to mind the use of baled hay at the Colorado Midland's Busk-Ivanhoe tunnel through the Continental Divide, 12 miles west of Leadville, Colorado. When R.J. Parker, general manager of the Santa Fe Western Lines at Amarillo, Texas, first told me about it, I thought of the possibility of tunnel fires. Not until 50 years and several railroad experiences later did I learn the reason for its use.

The Midland interested me as a result of our family spending a vacation in 1916 in a cottage at Green Mountain Falls, 15 miles west of Colorado Springs. Although we had an unrestricted annual pass from the Santa Fe, we only used it on weekly trips to Manitou or Colorado Springs for shopping. We also went on a Wildflower Excursion to Spinney, 59 miles west of Colorado Springs, but I couldn't convince my mother to take us beyond, through the tunnel and Hell Gate.

In May, 1918, at age 17, I hired out to

the Santa Fe as my dad's stenographer. He was joint freight agent for the ATSF and Rock Island at Atchison, Kansas. I decided to visit Colorado Springs and ride the Midland to Glenwood Springs and back. About two weeks before I planned to leave, the U.S. Railroad Administration "temporarily" closed the Midland, due to World War I, which was raging at the time, and diverted all traffic to the Denver & Rio Grande. As it developed, the Midland never turned another wheel in revenue service.

In 1920 I served for a short time as secretary to R.J. Parker. One day, enroute from La Junta to Denver, I sat in the secretary's room while he was reminiscing with his friends in a business car about his old job as general superintendent at La Junta. My ears perked up when I heard him mention the Colorado Midland and the practice of stuffing baled hay above timbers in the tunnel.

Sixteen years later, while working for the Santa Fe in San Francisco, I took a trip with my wife to the Pacific Northwest. On that trip a brakeman came through the train awakening all passengers with the announcement that we would soon be at the little station of Delta in the Sacramento River Canyon, from which we'd have to be bussed around a tunnel fire. A few miles north of Delta, high on the canyon wall, we could see the tunnel down below, with smoke pouring out of its portals. In returning to San Francisco, ours was the first train through the tunnel after repairs had been made, and even then we were held at Dunsmuir for several hours.

After the Midland had been dismantled west of Divide, the tunnel was used by vehicles for years. A large clock was located at each portal and the traffic was directed eastward at certain times of day and westward at other times. A Southern Pacific man told me about the time he and his wife passed through eastbound. The road had not been smoothed over after the ties had been pulled up and water ran in streams on top. They had gone about a third of the way in the tunnel when they encountered an automobile coming toward them. Because on one-way mountain roads a car going uphill has the right of way, my friend's auto had to back up in the darkness through the rough road and with water obstructing the rear view.

Some ten years later, my wife and I drove on the old roadbed from Leadville to the east portal, once known as Busk, only to see the tunnel had caved in. In 1959, however, we returned to find it had been repaired and was being used for transporting water, but was not open to the public.

Finally, in 1965, nearly 50 years after I had learned about the hay in a tunnel, a retired Union Pacific engineer at Cheyenne, who had pulled trains on the Midland, explained what the hay was used for. Due to continuous seepage from the roof, dirt would wash down through the timbers. When the hay became soaked, it swelled and prevented further washes of dirt and rocks.—William O. Gibson, 4427 36th St., San Diego, Calif. 92116.

Firing CPR Steam

ONE COLD NIGHT in March 1929, while firing on the Canadian Pacific mainline at Revelstoke, B.C., I was assigned to doublehead westbound passenger train No. 1. Our 5920 engine had only recently arrived on that mountain division and it was my first trip with such a powerful locomotive. Thirty-five Selkirks were built by Montreal Locomotive Works between 1929 and 1949.

The Selkirk (2-10-4) type 5900's were among the handsomest engines ever seen in Canada. Their Tuscan red color scheme, pilot-mounted snowplows, recessed headlights, and clean lines set them apart from all the rest. The oil-fired Selkirks had 63-inch drivers and carried 285 pounds of boiler pressure. Looking out the fireman's window toward the head end was like looking along a city

Toledo, Peoria & Western placed their four new GP38-2s on the Loganport, Ind.-Ft. Madison, Iowa, through service in Peoria, Ill., in June, 1977.

Wayne Bridges, *Interesting Railfan* #150, Box 282A, Delavan, Ill. 61734

block. The cab and controls were a fireman's dream!

The train arrived at midnight as scheduled, with passengers aboard 15 coaches, a baggage and mail car. A 2700 Pacific was cut off, another was coupled on, and our engine took the lead. As in all doubleheaders, we had complete control of the trainline air. With the air-hoses coupled up, my engineer made the mandatory standing brake test, moving the trainline brake handle over to emergency position. This resulted in a deafening blast of air in the cab.

At 12:20 a.m. we received the highball—two beeps on the air whistle—and soon we were thundering across the long bridge spanning the mighty Columbia River. At that time, there were no signals from Revelstoke to some 25 miles east of Kamloops, so it was imperative that engine crews on westbound trains keep a sharp lookout for signals from a flagman ahead.

If a train was blocking the track, torpedoes would signal danger. One torpedo indicated stop; two warned a crew to proceed slowly. The detonation of torpedoes could easily be heard above the engine-cab noise. Rounding curves, a crew had to be particularly alert in case a flare was burning on a railroad tie. A red flare was a stop signal, of course, while yellow meant caution. On passenger trains, unlike freights which have a caboose, it was the responsibility of head-end crews to watch for such signals.

When firing coalburners, I would always put in a fire when there was a straight stretch of track ahead in order to keep a lookout on curves and to prevent a scoopful of coal from ending up on the engineer's lap while rounding a curve. The 5900 Selkirk was easy to fire. Once I had the oil controls set correctly and the injector cut down for the right amount of water to feed the boiler, I could relax and enjoy the thunderous blast out of her stack. Seated on the fireman's comfortable leather seat, I was amazed at the smooth ride without rocking or pounding, unlike my experiences with older locomotives.

We roared through Eagle Pass and we were traveling over the spot at Craigellachie, where the CPR mainline was completed Nov. 7, 1885. On a slight curve I looked back at the long string of dimly-lit coaches and for a moment I envied the passengers in their cozy berths. But actually, I wouldn't have traded places with them nor even with a railway president. Here was one trip I thoroughly enjoyed.

The 2700 engine behind us was a hand-fired coalburner and I could see the reflection from her firebox as the fireman worked with his scoop. With our powerful engine in the lead, he must have had an easy job that night. At Salmon Arm both engines took on water at the old wooden tank and then it was highball, right through to Kamloops.

Business was booming on the mainline, so my engineer and I booked off that trip. By the time we were called for an eastbound run, the 5920 had been sent back to Revelstoke, so we were lined up for freight with a 5400 Mikado. She was oil-fired, so my work was pleasant, but I've always remembered the run with the 5920 and often compared those powerful Selkirks with the Consolidations I fired on the CPR's Kettle Valley Line. It's sad to think that such an era has gone forever!—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8N INS.

Tunnel Collapse Mystery

TOURISTS visiting St. John's Church atop Church Hill in Richmond, Va., are most interested in the place where Patrick Henry proclaimed, "Give me liberty, or give me death." Few are aware that beneath them lies the site of one of the area's worst rail tragedies, which claimed at least four lives.

On a rainy Friday afternoon, Oct. 2, 1925, the Chesapeake & Ohio work train entered Church Hill tunnel for the last time, and never came out. Trapped by a cave-in, the wreckage of it remains there to this day. Lemy Campbell, the first of 100 survivors to emerge from underground, saw the calamity unfold. The thunderous crash of bricks falling from the tunnel roof terrified him. He watched as the debris hit the tunnels, electric light lines, causing them to flicker. At the first sound of a crack in the roof, he himself had fled.

Fireman Ben F. Mosby had been at the rear of the locomotive with his engineer, Thomas J. Mason, preparing to reverse after setting out their 10-car load, when Mosby noticed the brick avalanche. He recalled later: "I yelled, 'Watch out Tom, she's a-cavin' in!' Then came an awful crash and steam squirted all over me. I scrambled out, found an opening, and began to crawl."

By slipping under the train and making his way beneath the cars, he reached daylight. Then he was rushed to a hospital and treated for severe burns.

"Phone my wife," he told a coworker. "Tell her I'm not hurt bad and don't worry." But within hours Ben Moshy was dead!

Meanwhile, rescue squads from the railroad and nearby communities were trying to save what they could from the wreckage. The Richmond police formed barricade lines to manage the inevitable crowd of curious onlookers. Three hundred rescuers dug from either side of the collapse with hand tools. Edward Eck, of the C&O traffic department, said afterwards. "We stood around and watched and hoped and prayed. We didn't think there was much chance."

A 20-foot dip in the surface atop Church Hill was evidence that some 250 feet of the tunnel had caved in. The crews of laborers began working that Friday afternoon, digging three shafts, each three feet square, from the hilltop to the tunnel. Heavy rainfall undermined the efforts, however, and caused more earth slides. One spectator recalled, "As fast as they took one shovelful out, two more would fall in."

To compound the problem, with every inch of ground they cut through, the clay had to be shipped upward. Of the three shafts being dug, more progress was being made in the middle one, although here, too, it was slow. By Tuesday, four days after the tragedy, only 42 feet had been dug through and there was no way of knowing how close they were to the wreck.

The search concentrated on the locomotive and engineer Mason, a veteran railroader with nine children who was due for a transfer the following day. Mason had entered the tunnel thinking it was probably his last run. And so it turned out to be.

Nobody knew how many men were trapped inside, although the C&O roll call indicated that at least two, R. Lewis and H. Smith, hadn't been heard from. There were rumors that 10 to 15 newly-hired workers, not yet on the roster, also may have been stranded, although no family or friends reported them missing.

Finally, eight days after the tunnel collapse, the middle shaft was broken through. The diggers crawled ahead to the locomotive and found Mason still in the cab, sitting petrified in his seat. Apparently the reverse lever had pinned

him down at the time of the cave-in. His body had to be pried from the jammed bar before it could be raised for burial. The confirmation of Mason's death and the full collapse of the tunnel section dashed all hope of finding survivors. Rescue effort was abandoned and the bore was solemnly filled with sand and sealed on either end.

No memorial has been erected there. The throngs of tourists who visit Richmond are oblivious of the tragedy. Fifty-three years later, still no one knows who or what remains trapped at the bottom of Church Hill.

On Overseas Rails

FIFTY special trains carrying people for nothing! Sounds crazy, but British Rail thought it worth while. In the hope that the passengers would go again—and pay. Old age pensioners, whose cards (costing the equivalent of $13 a year) allow them half-rate journeys at any time, were invited to ride the rails free of charge, anywhere, go-as-you-please, during one 24-hour period, June 10th. The response was enormous; it is believed half a million used the facility on special and ordinary trains. Not all made return journeys. One profit to the rails was the sale of thousands of additional cards, just before the date.

If children don't enjoy rail travel it is not the fault of British Rail. An adult on an "Awayaday" trip can take two kids under 14 for 40 pence (75¢) each, sometimes 200 miles each way. If "mum" is working (many are), "grannie" might like to take the kids along. She can go half-rate on her old age pensioner's card.—Joseph Fox, 4 Heathfield, Holden Ave., North Finchley, London, N12 8HY, England.

TRANS-ASIA RAILWAY, linking Istanbul and Singapore, will be completed by 1980, according to S. Shane, coordinator of the Economic, Social, and Cultural Organization for Asia and Pacific. The "missing links" are between Iran and Pakistan, a distance of about 375 miles.

CHILDREN under 4 ft. 7 in. high traveling for half fare is standard procedure on the Taiwan Ry., where the dividing line is literally drawn inside the coaches. The painting of two thin blue lines by the doors for this purpose is one of several unusual features to be found in Taiwan's latest breed of intercity multiple units now being built at British Rail's Engineering's York works. Conductors in size up their junior travellers is by standing them against the lines—those below the first line travel free, between the two lines at half fare, and those above pay full fare.

THE ITALIAN Government on July 15th raised fares 20 percent on its nationalized rail system. This 20 percent increase is one of a series of measures taken to revenues, reduce the national deficit, and finance capital investments.

NEW SOUTH WALES Government in Australia is anxiously wondering if it can pay up to 1,500 railway employes who become eligible for generous retirement benefits next year. So far, there is only some $44 million in kitty, about $26 million short of what will be needed by this time in 1979.

The railway station at Emu Plains, N.S.W., where escapees from the nearby prison have been known to catch the freedom train, is the latest cause of angry discontent among Sydney commuters. Unlike escaped convicts, they find it difficult to get away from the station. Only one narrow exit is available to the 300 or so passengers who alight at Emu Plains from the 5:45 Blue Mountains commuter train out of Central. They complain that they are crammed for 10 minutes in a narrow gangway leading to this exit.

A much wider exit to the station car park remains closed because the Public Transport Commission refuses to hire another ticker collector. This temper-fraying state of affairs has developed because the PTC recently made the 4:47 commuter train a non-stopper at Emu Plains. Now all Emu Plains commuters have to catch the 5:15—thus over-taxing the station's escape route.—A. Mann, P.O. Box 3, Drummoyne, N.S.W., Australia. ●

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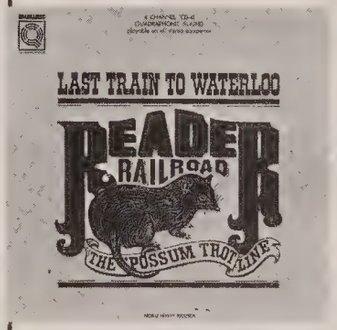
RECORD of the MONTH
SB 4503 Last Train to Waterloo



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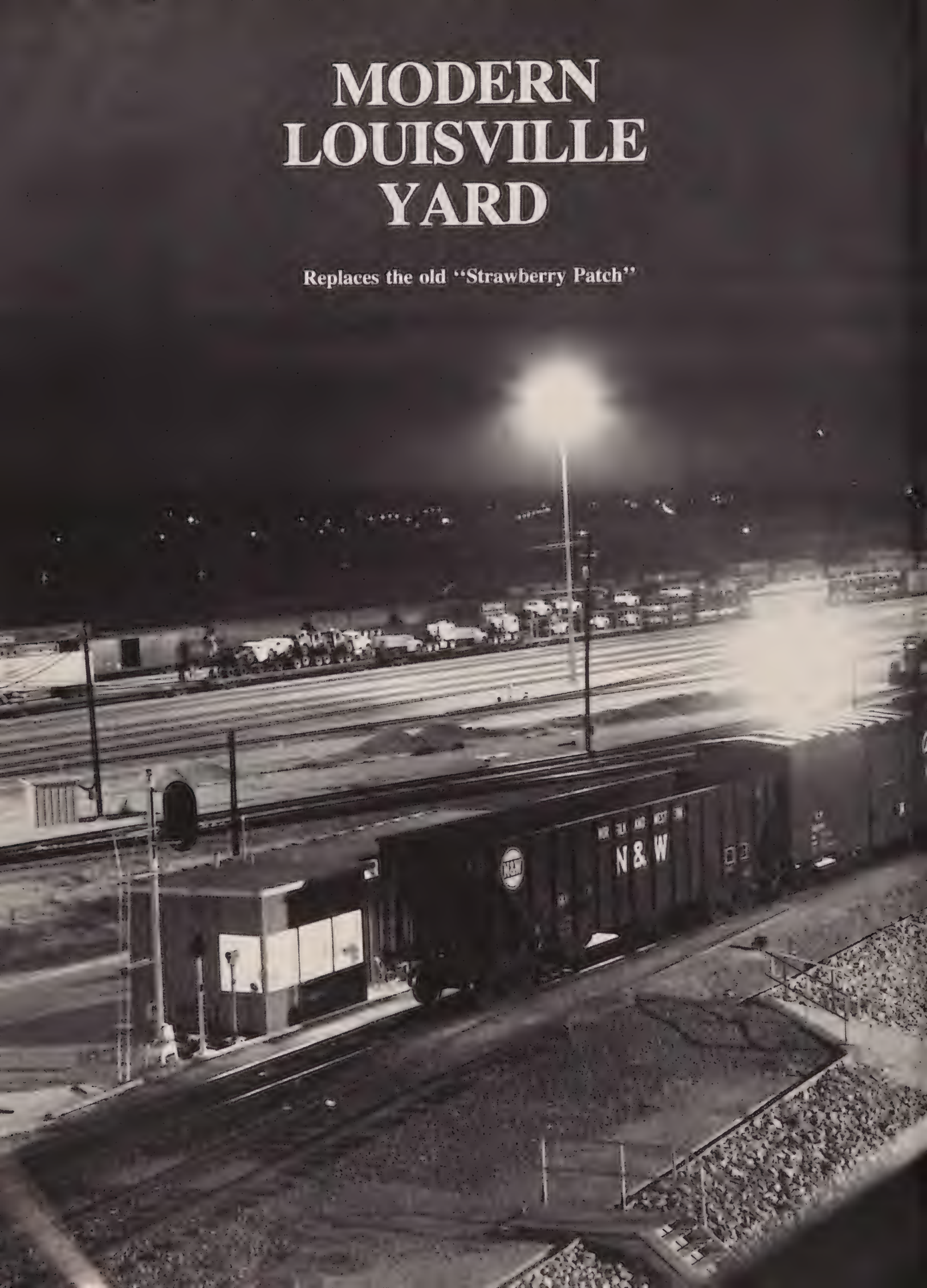
MODERN LOUISVILLE YARD

Replaces the old "Strawberry Patch"



NOT SO MANY years ago the broad area pictured on our front cover was producing strawberries and vegetables. Today the product is transportation—super railroad-type—for the land has been transformed into a very modern classification yard whose mission is to process some 4,000 cars moving in and out of the Louisville, Ky., terminals of the Family Lines System daily. Up and over the hump they go—for just a few seconds they have the stage to themselves. From sunup to sundown, 2,000 boxcars, gondolas, hoppers, flats, and tankers leave one train and join another.

The Family Lines' new $33.5 million yard in Louisville, completed and put to use last year, was all done with amazing precision—skilled hands and advanced technology combining to sort, arrange, and classify freight cars that come from a thousand places and are destined to journey to as many more.

This terminal occupies 357 acres on Louisville's southside near a concentration of the city's largest industries. A sample "tape measure" includes these impressive facts:

- 57 miles of track; all rail welded or Huck-bolted (132-pound rail on hump and switch leads).
- 6,000 standing car capacity; 4,000 car through-put capacity in a 24-hour period, including cars humped.
- Five subyards, including a 49-track classification yard, with space for additional 14 tracks.
- Four computers and related hardware/software for Inventory Control (ICS) and Process Control (PCS) Systems used in yard's operation.
- 275 track switches, 103 powered.
- Eight major buildings, including a five-story main yard office, car repair shop, crew locker and wash buildings, pollution-control plant.
- Six major bridge structures; major arterial highway bridge; engine and pedestrian underpasses (beneath hump).

- 36 80 to 100-foot-tall lighting towers.
- 12 miles of paved roads; parking for 300 automobiles.

THE NEW Louisville yard dispatches and receives from 30 to 40 trains daily over six principal routes radiating to Chicago, Cincinnati, Lexington, and the Eastern Kentucky coal fields, Corbin, Nashville, St. Louis, and the Western Kentucky coal fields. And, an impressive amount of additional traffic is interchanged by the Louisville & Nashville at Louisville with other railroads.

The big facility fulfills a long-term need at this largest of industrial hubs on the Family Lines System. Nearly 100 of *Fortune Magazine's* 500 biggest industrials are represented by plants in metropolitan Louisville. Many have daily production schedules coordinated with L&N freight trains. Each year, the city's L&N-served industries originate and terminate nearly 200,000 carloads of freight, a significant contribution to total Family Lines revenues.

Historically, five separate train yards were built by the L&N in Louisville from the 1880s to 1920. Largest were South Louisville, completed in 1905 with then-new car and locomotive shops, and Strawberry, opened in the early '20s (The name "Strawberry" reflected proximity to the area's once flourishing truck-garden industry).

While all five yards have been expanded over the years to meet the city's industrial growth, their segmented development meant that much traffic originating or terminating in the city had to be transferred or rehandled from yard to yard. This condition impaired service to area shippers. Anticipating significant growth in traffic to and from Louisville businesses in the years ahead, management decided that a major capital expansion for this key terminal was urgently needed.

Most of the new facility was built just south of the original Strawberry Yard so that tracks of the two could be integrated. Construction began in 1974 with site preparation completed in '75. The hump and key buildings were finished in mid-'76; by year's end, most tracks were laid, and vital hardware—switches, retarders and computers—were hooked up.

In January, 1977, yard and agency forces moved eagerly into the main yard office, learned how to operate the new control and data-processing equipment, then brought Louisville "on line" in early April, when the first cars were humped.

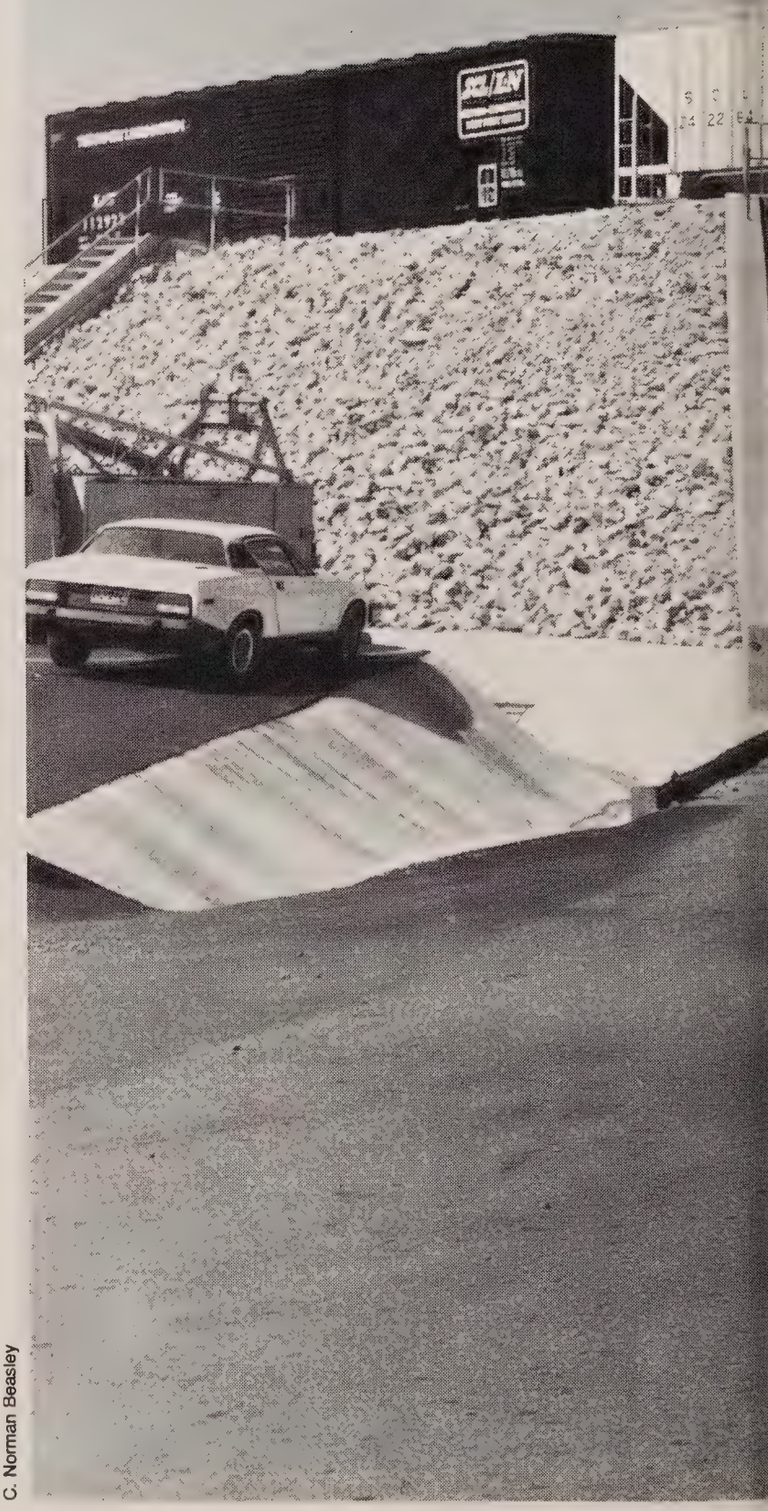
THIS YARD was designed by L&N's engineering department following extensive studies and computer simulations made to determine basic terminal needs and support facilities. All departments cooperated in achieving the finished product.

The hourly sorting of cars from hundreds of originations with as many or more destinations is much like shuffling a deck of cards. At super yards like Louisville, with their extensive track arrangements, sophisticated computer controls and advanced electronic information systems, the game *isn't* left to chance.

Arriving trains—road freights, industry cuts and interchange runs from other railroads—are routed into tracks in the first of Louisville's subyards, the A or Receiving Yard. As cars arrive, they're scanned by TV cameras which flash images on screens in the main yard office so that consists can be verified. Clerks there also enter data pertaining to cars and consists into the inventory control system (ICS) files.

The heart of the new yard is the hump. Long tracks extend from the A Yard up the crest of the hump, over an electronic track scale (or car weighing device), then down through the master and group retarders (the big bar-like devices that press against car wheels to slow them down) into the 49 tracks of the B or Classification Yard. Most cars of trains and cuts being processed at Louisville follow this path. Cars with hazardous or oversized shipments, however, are diverted to special tracks which bypass the humping operation. Cars requiring repairs are also diverted and switched to the one-

L&N diesels rumble through tunnel beneath hump at the railroad's new $33.5 million Louisville Yard, opened a few months ago.



C. Norman Beasley

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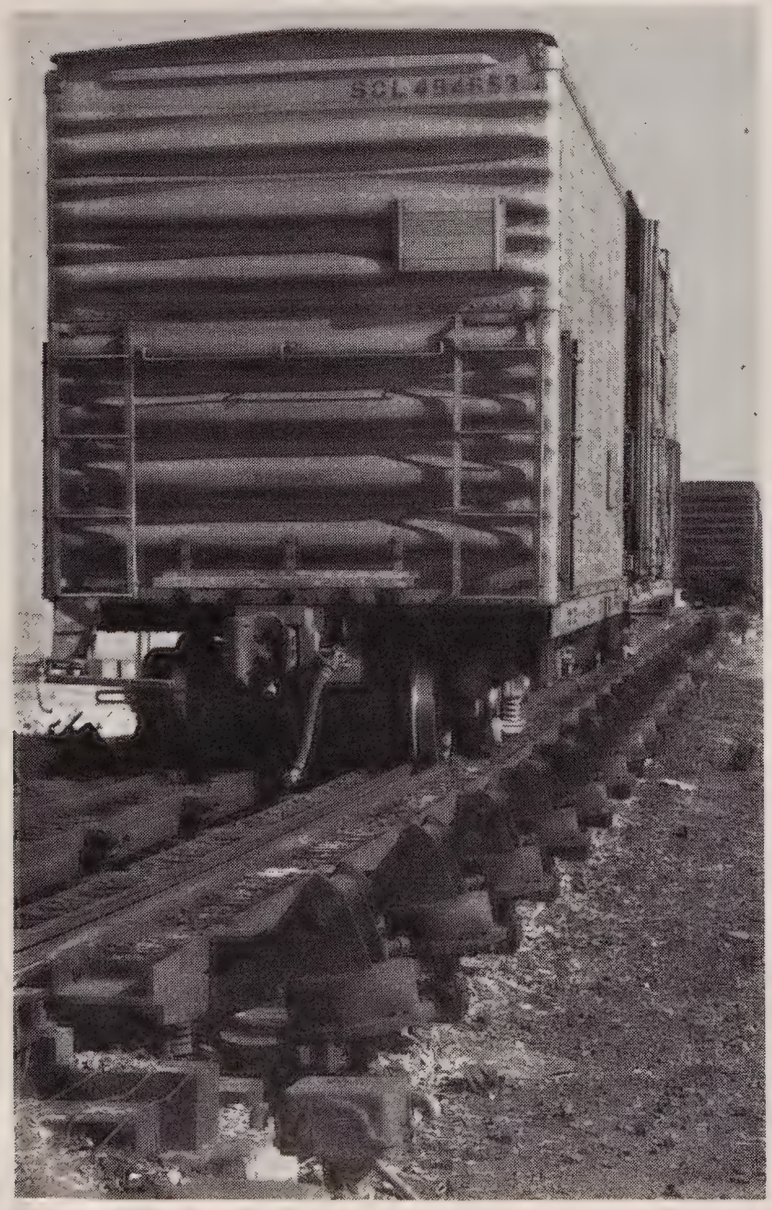
(Top) Yardmaster in tower receives latest info on trains and cuts arriving in yard.

(Below) Seaboard Coast Line boxcar enters retarder from hump, headed for new yard.



spot, car-repair facility nearby.

The brain of the giant new Louisville yard is the main yard office and tower, where operations around the clock are directed by terminal co-ordinators, hump yardmasters, hump foremen and other specialists. High in this tower, the yardmaster receives current information on trains and cuts arriving or already on the receiving yard. He then determines the priority of humping and issues appropriate work orders to his hump foremen, who, departing from previous practice, work side by side with him in the tower.

With special controls at a console before them, the hump foremen activate the movement of the locomotives (at a steady 2.5 mph) shoving their cuts up the hump. TV monitors before them cover what's happening at the hump crest, while a display unit provides a "dynamic" or continuous listing of cars and related data about their cuts as each is humped. Radio communications keep them in contact with their crews on the ground.

AS INDIVIDUAL cars are uncoupled at the hump crest, the PCS computer system takes over to line up switches leading into the classification yard so that cars go to the right track designated for their destination, (for example, Nashville or Chicago, major area industry or transfer to a connecting railroad). With data from the track scale, wheel sensors and other devices, the PCS computer also computes exactly how much retardation the master and group retarders must apply so that cars will make a smooth, safe coupling in each of the "class" tracks.

As cars are humped, the Inventory Control computer continues updating its files. It can provide the yardmaster total weights of cars in B Yard tracks to help him plan the building of trains and how much locomotive power will be needed.

On either side of the B Yard are the two departure yards, C and D, where outbound freight trains, industry and interchange cuts are assembled and dispatched. Long tracks called "pullouts" extend from the classification yard, and crossover switches connect them to the two departure yards so that switch engines can transfer cars to each yard.

The C or West Departure Yard builds and dispatches through freight trains to other cities and interchange cuts to connecting railroads. It also handles some mainline trains which are not humped, and C Yard tracks are spaced far enough apart for mechanical department vehicles to inspect cars of those trains.

On the opposite side of the B Yard is the D or East Departure Yard, which builds and sends out local freight trains, cuts to industries and some transfer cuts. It also feeds cars to the M or Mapother Yard, the fifth of the sub-yards, which receives and assembles switch cuts for certain industries. Operations at the "pullout" or south end of the B, C and D yards are directed by a yardmaster from a tower also equipped with video, communications and data-disseminating devices.

Switchmen, hump foremen, car inspectors, mechanics, bill clerks, yardmasters, secretaries, operators, enginemen, computer, signal and communications technicians and many others—all are part of a skilled 200-plus "people contingent" necessary to operate a major facility like this one and keep its trains rolling.

The new Louisville yard brings to one location operations formerly scattered at five outmoded yards. Savings from this centralization are expected to exceed $5 million a year. Cars move from the city's industries directly to the Louisville yard, where they're promptly classified and dispatched on outbound trains. Incoming traffic is similarly processed. Cars are not expected to be in the yard over 24 hours; in most cases, they're "in and out" in a much shorter time.

The old "Strawberry Patch" is no more; but, in its place is a thoroughly modern and new facility. We are grateful to the Family Lines and to William C. Heffren, the editor of its magazine, for supplying our front-cover photo and this informative article.

IN SEARCH OF STEAM

With Mike Eagleson

VALLEY RAILROAD at Essex, Conn., with a major railfan day on June 17th, celebrated the first operation of its newly acquired Mikado No. 40. The state's governor, Ella Grasso, christened the engine with champagne prior to the inaugural run. Valley Railroad shopmen had refurbished the 2-8-2 in record time after the tourist line bought her directly from North Carolina's Aberdeen & Rockfish. She hadn't seen steam for over 20 years.

Tastefully painted and mechanically

Ready for work is Climax No. 10 of Hillcrest Wsr. at Lake Conichan, B.C., Canada, on June 23, 1961. Photograph by Doug E. Cummings

sound, she performs splendidly. Alco-Brooks built No. 40 in 1918 for the Portland, Astoria & Pacific as one of three identical locomotives. Later, she worked for the Minaret & Western before joining the A&R. I attended the celebration with my camera and enjoyed riding the newly restored Pullman parlor car behind this handsome power.

Also in Connecticut, an 0-6-0T Porter fireless steamer has just been located at the Conn. Light & Power plant in Devon by Dick Hunnhku, 81 Kenwood Circle, Bloomfield, Conn. 06002. Having been stored indoors since 1927, she needs a good home where she will be seen and appreciated. Contact Herb Sears, vice president of purchasing, Northeastern Utilities, Berlin, Connecticut.

THE OLD Virginia & Truckee engine shops in Carson City, Nev., have been a continued target for vandalism and arson. The square antique enginehouse may be saved to become a mall with shops and restaurants, but I hope it wouldn't lose too much of its railroad atmosphere in the $2.3 million sum. For a fraction of that sum one of the preserved original V&T steamers could be rebuilt for a tourist road operation from the mall, retaining one stall of the enginehouse for the locomotive. Think about it.

THE CRADLE OF FORESTRY near Brevard, N.C., now owns a class B narrow-gage Climax built around 1915 for the Champion Fibre Co. in the western part of that state. In 1948, she was sold to Ely-Thomas Lumber Co., later to a railfan in Michigan, and is presently being rebuilt by the Chickamauga (Ga.) Team Track. The "Cradle" hopes to have her back in operation in a year or two. The 40 ton engine is builder's No. 1323. This news comes from Jim Wrinn, 81 Lyle St., Franklin, N.C. 28734.

FORMER MILWAUKEE ROAD 2-6-0 No. 1004 has been on display at the Mower County Fairgrounds in Austin, Minn., reports William D. Sucha. With her are a reefer, a caboose, and a depot displaying a railroad museum. The depot is open for visitors from Memorial Day through Labor Day each year.

THE CITY of New Martinsville, W. Va., will soon scrap its steam locomotive, now on display in Bruce Park—unless a collector or organization can be found to preserve her. Some 15 years ago, Ohio River Sand Co. donated this 1904 Brooks engine with 51-inch drivers to the town. Since then weather and the inevitable vandals have taken their toll. Contact John J. Idene, Director of Parks and Recreation Department, City Hall, 203 Main St., New Martinsville, W. Va., 26155, if you can help to save her.

THE PUGET SOUND Railway Historical Assn. has just acquired the former Santa Maria Valley No. 21 at its site in Snoqualmie, Wash. This 125-ton locomotive has 51-inch drivers. It will

Milwaukee fast freight enroute between La Crosse, Wis., and St. Paul, Minn., in September, 1935. Photograph by Torkel Korling

The way it looked around the Virginia & Truckee roundhouse at Carson City, Nevada, many years ago. Photograph by Ernest F. Gude

cost about $15,000 to put her in operating condition. The group hopes to have her steaming next year. I'd like to see a photo of the 21 under repair to use in this column. We all wish the shopmen success in restoring her.

Elsewhere in the Northwest, the Montana Central Railroad and Recreation Co. of White Sulpher Springs, Mont., is the latest steam railroad to open up. Don Ringstad is manager and engineer. Motive power is Baldwin 2-6-2 No. 18, from the Dry Gulch Junction in Wytheville, Va. I'd like to publish a photo of her.

And at Spokane, Wash., the Inland Empire Railway Historical Society of Spokane, Wash., is asking citizens to help with donations so that former Union Pacific 4-6-2 No. 3206 can be moved from display at High Bridge Park since 1955 to the Spokane County Interstate Fairgrounds. At its present location, the Pacific type, like too many other steamers, has suffered from the dual effects of weather and vandals. At the fairgrounds, she would be restored to her original appearance. The 154-ton loco of the Ed Harriman period would be placed in a building but with track leading to the outside world for special viewing days. This medium-sized locomotive would be excellent for excursions at some time in the future, so indoor display with an easy removal track could preserve her for that possibility.

MAINLINE TO PANTHER, Sounds of Steam Railroading Vol. 6S, by O. Winston Link Railway Productions, 381 Park Ave. South, New York, N.Y. 10016. $6.95. Did you ever wonder what it sounded like to ride atop a caboose behind a Norfolk & Western 2-6-6-4 at 50 mph? Link's latest recording brings it to you now, for the first time in high-quality stereo. You can hear the great streamlined 4-8-4 blast through one speaker and out the other as the steamboat whistles echo by night in the lonely Virginia mountains. Throaty 0-8-0's bark up a storm and a Y-6 Compound Mallet pounds upgrade with an endless string of hopper cars. Link, a master at mood-evoking train recordings, scores high again with the sixth disc in his *Sounds of Steam Railroading* series.

SEND steam news and, for review in this column, steam books and railroadiana, to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856. ●

PASSENGER TRAIN SURVEY

Conducted by RAMONA K. McGUIRE (Portrait on page 62)

WHEN A TRAIN BUFF, like myself, has a 21-day USA rail Pass suddenly turned into a 22-day USA Rail Pass, what would she do? She'd splice in all the train-riding she could on that extra day as a symbolic climax, in my case, of 7,000 miles of more or less continuous rail travel. Well, I did pquy. My pass was prolonged because of a missed connection due to a train's late arrival in San Francisco.

But first let me tell you about the time I dined and slept in a Harvey house, on the Santa Fe Trail, on my 7,000-mile Amtrak safari last summer. Of course, you are familiar with the role that Harvey Houses played in Santa Fe history. You may even remember Fred Harvey's motto, "We must keep up the standard."

Well, the standard is rather low now, with all the Harvey Houses folded up far and wide. But this one, *The Castenada,* once a magnificent edifice, is still being operated but on a skeleton basis by another owner.

I was riding train 3, the *Southwest Limited* (formerly the *Santa Fe Chief*), which arrived an hour and half late at Las Vegas, N.M. (not Nevada). We had been that late leaving Chicago, so at least we hadn't lost any more time. But now I was here at a Las Vegas in which gambling is not the principal industry. Before me, in its twin-turreted charm, loomed *The Castenada*—glorious, but seemingly unoccupied.

The great edifice has north and south wings divided by a graceful arch with giant stone letters proclaiming *The Castenada*. Who wouldn't relish the view of the high iron to and from Raton Pass as seen from the bay window of a night's lodging? Who wouldn't want to climb the red-carpeted circular staircase to spend the night in a bedroom in which celebrities once lodged? I can't tell you who *wouldn't* like to do such things, but I can tell you someone who *would*. Me. That's who.

Apprehension rose as I walked around the place but could find no adit. At length I saw double doors and a cardboard sign saying, "Open—Come in." So I went in. The once-famous lobby was deserted. The ghostly appearance of empty mail slots and empty glass showcases became even more bleak in the summer heat.

Music of a sort was coming from a passageway which had a sign above it saying "Restrooms." I hesitated, briefly, hoping that if indeed I did barge into a restroom it would be one for women. Then I entered the lobby to the sound of loud Western music and the slapping of cue-sticks at a pool table. There I saw a bar and a bartender.

"Do you have a room to let?"

"No, I don't." He kept stirring a highball.

Eastbound Amtrak *San Francisco Zephyr* leaving the Bay area in the summer of 1973. Amtrak photo

"But I called two weeks ago and reserved a room for tonight."

"Oh, then I do have your room. I didn't know that you were the one who called."

I WAITED while drinks were served to recent arrivals, ascertained my tariff, signed some travelers' checks, and followed upstairs as my host led the way, gallantly carrying my bag, which was labeled, *"Orient Express:* Paris-Istanbul." He informed me, in transit, there was only one room to let for overnight guests. Seven apartments were already rented. Good thing for me that I had called to confirm my reservation. My suite was more like an apartment: stove, two bedrooms, sink, refrigerator, shelves, and, to my relief, a private bath. I had noted "Ladies" and "Gents" down the hall.

My host was in a hurry. He is not only the bartender but also the innkeeper and manager, and his name is Jerry. In faltering tones I inquired, "Is the dining room open?" But I had known the answer before I asked. It was Sunday. Many facets of our civilization do not function on the Sabbath or Monday.

"If my relief bartender shows up," Jerry said, "I might whip something up for your supper."

I had previously visualized dressing elegantly for dinner in my steamtrain-pattern blue and white dress, with matching bracelet, shoes, earrings, and scarf, like a character in a Tennessee Williams play. My vision evaporated to the sound of a Santa Fe freight rumbling by.

"I'll go for a walk," I decided, "and look the town over."

Jerry suggested I check into The Fiesta, an annual celebration, uptown in the park. He also advised me to take a cab. I adopted his first idea, but not the second. If I could get somewhere by foot, I'd return the same way. Sometimes it's the long way 'round, but I never get lost.

I found The Fiesta, but quickly made up my mind that I didn't belong there. Returning to *The Castenada,* I spied a familiar sight, a Safeway supermarket. I had not seen one since I had left my home in Redding, Calif., 15 days previous.

I went in. The crowd was bigger in there than we have in Redding for the annual Sheriffs' Posse Parade and Rodeo. I found products on the shelves I hadn't seen before. These exotic edibles reflected the diets of the Southwest. I chose carefully: a packet of cottage cheese, a pound of Washington cherries, two Chiquita bananas, and a small can of sliced beets.

Back to Room 17, but first a stop by the bar. Jerry told me the relief had not appeared. Up to my room, where I fixed up the night-stand with a place mat consisting of a slightly wrinkled Amtrak

dinner napkin. I just happened to have that with me, along with a plastic fork and spoon and a used Amtrak cup. It was nice to be there. I did, indeed have dinner in a Harvey House. Not quite like I had anticipated.

AFTER LEAVING Las Vegas, I headed for Los Angeles. If Amtrak's *Southwest Limited* ties up in L.A. too late for brunch and too early for dinner, she's running mighty late. Normally, she's due in the City of Angels in time for breakfast and in time to connect with the *Coast Starlight,* train 13. But this time she didn't. When I arrived in L.A. on the moonlit summer night aboard No. 3 I wondered what Amtrak was going to do with me. The dilatory train had missed my connection by four and a quarter hours! The next train wasn't due out until the following morning. Just wait till the National Association of Railroad Passengers hears about this!

I'd had various fears. Fear No. 1 had been being bussed from Barstow to Bakersfield. Too late for that now. My second nightmare was being bussed to Oakland. Too late for that, too. What, then? An enforced plane trip? A closely packed air vehicle in which the economy passengers are seated hip-to-hip, five in a row. Spare me from that, I mumbled, glancing at my soft-sided luggage with my "Next Time Take the Train" bumper stickers. I'm not afraid to fly. I just couldn't let down the editor of *Railroad Magazine* who'd made me an *Interesting Railfan.* Besides, I never want to fly. I like to move by rail even if I have to wait until tomorrow and lose a day on a USA Rail Pass.

Fortunately, an Amtrak customer service man was waiting at the desk. He already had my name. Maybe he'd even seen my portrait in *Railroad Magazine.* He spoke in soothing tones as he kept writing on a form similar to a credit card bill. "Holiday Inn, breakfast, lunch, dinner, transportation." I watched intently. No talk about flying. Nor a word about a bus.

Then the Amtrak man explained. "We have delayed your trip 24 hours. We'll put you up at the Holiday Inn. You are entitled to three meals and cab fare to and from Union Station. You may not care for its menu, or perhaps the dining room won't be open. We'll give you $11 meal money and $5 cab fare. Oh, I see you have a USA Rail Pass. I will extend that for a day and take care of your reservation on tomorrow's train."

After he had finished signing and initialing, he went into a back room and emerged with $16 cash, a few more kind words, and smilingly directed me to the cab bay. Amtrak always comes through for me: gracious, courteous, efficient. Amtrak people care.

In due time I got to San Francisco and spent a Thursday seeing the town. Friday morning I boarded the N Judah streetcar on Market Street, went to East Bay Terminal, then across the Bay Bridge by Amtrak bus to the elegant old refurbished 16th Street Station, formerly Southern Pacific, now Amtrak. I admired the huge paintings, set my watch by the big station clock. Passengers were detraining from No.11, the *Coast Starlight,* now arriving from Seattle and soon to depart for Los Angeles.

The *Coast Starlight* is known as "The Orange Juice" because it is the California train. I was opting that day for a shorter run. That "nice little train," as people call it, the *San Joaquin,* was due to depart at 9:30 a.m. for Bakersfield. I didn't have time to go that far. Departure time for home, Redding, Calif., was 9 p.m. The Madera turn was going to be my run for the day. Arrival in Madera, a flagstop, at 1:25 p.m.; board northbound No. 711 at 2 p.m., and back at 16th street at 6 p.m.

Train 12, the *Coast Starlight,* departed. The *San Joaquin,* 710, pulled in. I call the new equipment wingless airplanes. See the configuration of both interior and exterior and you know why. I prefer spaciousness and dining cars, but the newer consists lure customers, so I will excuse them their co-educational washrooms, microwave ovens, armrest seat-dividers, and overhead racks which I use mostly to toughen my cranium.

WE DEPARTED "on the advertised." Myriad wonders abound as the sleek Silver Streaklet wends her way south. Jetage BART trains at Richmind, sailboats near Martinez, eerie vestiges of Port Chicago, the sight of a Santa Fe freight on a track above, Slumber Isle on old river slough.

Houseboats and fishermen. And fields of golden safflowers. (If you don't use safflower oil for cooking, you just aren't "up" in modern nutrition.) And tall, nodding sunflowers—glorified daisies. (Remember those lines: "The sunflower turns on her god when he sets/ The same look that she turned when he rose.") And peach trees so heavily laded with luscious fruit that their boughs have to be propped up. (Does that remind you of Atlanta's Peachtree Street, made famous by *Gone With the Wind?)* And walnuts, too, tomatoes, grapes—all trackside in orderly profusion.

People are working out there. We can see them from train windows, but all they see of us is a patriotic streak whizzing by. The 74 souls (and bodies) on board are encased behind tinted glass. Some sip or nibble at airline-style fold-down tables on viands they have carried aboard. Some visit the AmCafe for libations or a microwave-heated sandwich (the ham and cheese is best).

Some read. Others look out the windows or talk to the train crew. Crews on a leisurely train like the *San Joaquin* are congenial and conversational when their work is caught up. The conductor asked me why I was going to Madera. When I told him, he said I'd be a lot better off at Merced.

"They're both flagstops," I said brightly. "Do I have to carry my own flag at Madera?"

Ignoring my flippancy, he continued about Merced. "You'll have an hour and 45 minutes and you can go uptown and maybe grab a bite of lunch. The Madera 'depot' is just a tin shed and you're way out of town. You'll bake."

A lady across the aisle added that "uptown" in Merced was only five blocks from the depot. Combined with her data and the knowledge that it was a 100-degree summer afternoon, I opted to detrain in Merced.

"Advice from conductors is always right," I commented. "I've seen those Amblister depots before. No facilities, just a shed. Like where kids wait for a bus."

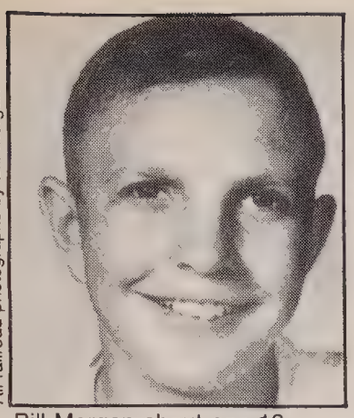
Merced was just fine. People were friendly. Downtown included a picturesque 1930's-type movie house with a block-tower steeple and orange neon letters proclaiming *Merced.* The old Tioga Hotel was right where I had last seen it 25 years ago.

The "nice little train" was right on time back into Oakland and the *Starlight,* too, was on time. An unusual occurrence on the *Starlight:* when a passenger could not open the door of his sleeping compartment, the engineer radioed ahead to the Orland Police Department for assistance.

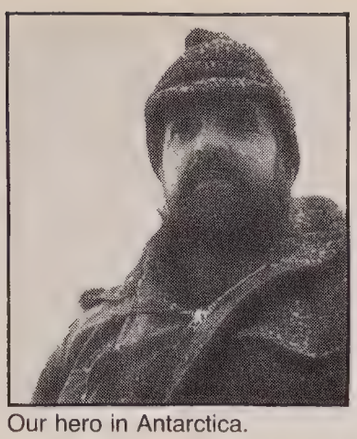
"We'll have to check with the chief," the patrolman on duty equivocated. The on-board train baggageman didn't equivocate, though. He took an ax from his baggage car, pried on the recalcitrant door, and slid it back into its track.

"Redding, next station stop!" the brakeman announced at one a.m. In 22 minutes I was back home.

All railroad photographs by Bill Morgan



Bill Morgan about age 16.



Our hero in Antarctica.

Bill with Ventura County 3 at Oxnard in July, 1976.

INTERESTING RAILFAN NUMBER 190

BY FREEMAN HUBBARD

THREE OF OUR *INTERESTING RAILFANS* have specilized in taking pictures of girls in railroad settings as well as locomotives, trains, and other railroad subjects. We've already told you about two of them: Virgil C. Staff (Aug. '70) and Fred Clark, Jr. (Jan. '77). Now it's William T. Morgan's turn. The first photo Bill ever had published showed Patricia Swavely, granddaughter of a Reading Company fireman, backgrounded by a 2-6-0, the former Lee Tidewater Lumber engine No. 7.

"Pat was 18 then," Bill tells us, "and a beauty contest winner. I took about 70

Marilyn Wood, a Ft. Myers, Fla., gal stood under arches of SCL depot in 1970 watching No. 97 leave for Naples.

shots on August 14, 1968. I figured that a gorgeous young lady with a bikini covering very little of her golden tan posed beside a dirty, rusty, old, black steamer was a perfect contrast for a picture; and it must have been, for *Railroad Magazine* used one of my 70 shots in its *Photographs of the Month* that December.

"Since then," he adds, "I've had nearly 300 photographs published, in *Railroad* and many other rail and non-rail publications, and I've written feature articles for your magazine, *Rail Classics,* and *Pacific News."*

Bill's life is adventurous. Born January 21, 1944, in Lawrenceburg, Tennessee, the son of a blacksmith and farmer, he has been caught in a Tennessee flood, a Florida hurricane, blizzards in Iceland and Antarctica, a volcanic eruption in Iceland, and tempestuous storms at seas.

"I've fought forest fires in Mississippi and Maryland," he recalls," and been shot at in Cuba. While in Mississippi in the armed forces in 1964, I spent a month working with the FBI and local law enforcement officers during the civil rights disorders."

"How very exciting!" we cut in.

"I have parachuted out of airplanes 25 times, and a helicopter once," he went on, "was catapulted off the deck of an aircraft carrier in a Navy plane, and made an arrested landing on a carrier. Four times I've been to Antarctica, including a long, cold, dark winter that I thought would never end. That was in weather and meteorological service. Since joining the Navy I've been in 44 states and about 28 foreign countries. But none of those was my most frightening experience."

"What was that, Bill?"

"Well," he says, "when I was in about the fourth grade at Bodenham, Tennessee, my school was struck by lightning. It hit a tall brick smokestack about 50 feet from the classroom where I huddled in terror. I will always remember the horrible sound, like an Edgar Allan Poe mystery story. An intensely bright flash of light briefly illuminated the dark sky. What seemed like an interminable shower of bricks fell on our classroom roof and the nearby ground, splitting the wall from ceiling to door top and tearing off the foot pedal from a water fountain outside. It took me years to get over my fear of lightning. I would actually hide under the bed during a thunderstorm."

"And what about photo graphy?"

"When I was 12 and an orphan I lived at Fort Myers, Florida, in a house three blocks from the Atlantic Coast Line yards, and often hung around there watching rail operations. One day a switching engine screeched to a halt beside me and I heard the magic words, 'Wanna go for a ride?' Of course I did. I climbed into the cab, and the goat trundled down the shining rails to switch a few industries. The hogger—I don't remember his name—kindled in me a love for trains that is still going strong 22 years later. The engine was No. 648, class SW-7. That was my first cab ride."

HIS PARENTS died when Bill was a small boy, so he was raised by his aunt Vaudie Jordan, who also had a husband and two daughters, in North Fort Myers, Fla. Mrs. Jordan remembers the kid as full of mischief, teasing her older daughter, chasing her, and the two of them throwing dishwater on each other.

"He was witty too, and kept us laughing. One daugher asked, daddy, didn't that sign say stop?' Bill deadpanned, 'I didn't hear it say a word.' When he grew older and hung around the railroad yard a lot, I worried lest he get hurt. But he never did. One of his friends was 'Frog' Smith, an old retired lumber road engineman who used to write stories for *Railroad Magazine*. Frog told him quite a bit about steam locomotives.

"In 1976 I visited Bill in California and we toured the West, my nephew constantly being on the lookout for trains. Occasionally he'd see one coming, and race for miles to get far enough ahead to take good pictures. I can't tell you how many hours I sat in the car at train yards waiting for Bill to photograph trains. His dream is to become a great photographer and he has gone a long way toward it."

Bill was particularly happy when he found a black fireman named Matthews working in the yard. Often the railroader invited him up into the cab, pointed out things about the locomotive, took him into the engine compartment, and explained its workings. From the fireman's ACL manual, our *Interesting Railfan* copied down the diesel roster.

During his high school years, Bill Morgan listed the numbers of all locos at Fort Myers. The ones he didn't see he got from the engineman's register. During his first few years as a railfan, all his railroad photography was on the ACL. Imagine his joy when he came home from school one day and found a Columbia, Newberry, & Laurens GP-7 parked in the yard. The CN&L was a South Carolina subsidiary of ACL and was being merged into it. During the flower-growing season several refrigerator cars loaded with gladioli left Fort Myers every night on the *Havana*

Two SP SW1500 switchers idle as Amtrak SDP-40F No. 555 leads *Coast Starlight* into Oxnard in May '75.

Special. Each afternoon ice was loaded into the top of the reefers via a conveyor belt from an ice truck.

Bill recalls: "One of my most memorable events in picture-taking occurred at Gibsland, Louisiana, in 1972. I was photographing the Louisiana & North West, a friendly shortline which had permitted me to take photos inside the enginehouse. After shooting a few, I went to pick up a girl who was going to pose for me for some railroad photos. Just as I arrived, a terrific thunderstorm hit us.

"Because of heavy rain we couldn't get to my car for a while. When the rain finally stopped we drove to the engine house, but found it locked. Walking over to the depot, I saw a man still working and explained the situation to him. He handed me a key, saying: 'Here's the enginehouse key. Lock it up after you are through taking photos.' Boy, was I surprised! They sure trusted me."

DURING HIS FOUR trips to New Zealand, Bill continued his quest for photos. On November 6, 1977, he walked through a downpour to New Zealand Railway's Linwood diesel shops in Christchurch. In just a few days he'd be going to Antarctica, but he first wanted to get color photos of NZR Dsc class switcher No. 452. It had just been painted in NZR's new red and gray colors. The man in charge let him take photos and said: "The 452 is boxed in by other locomotives. I'll move some of them so you can get a good photo of her." And he did exactly that, in the rain, without Bill having requested it.

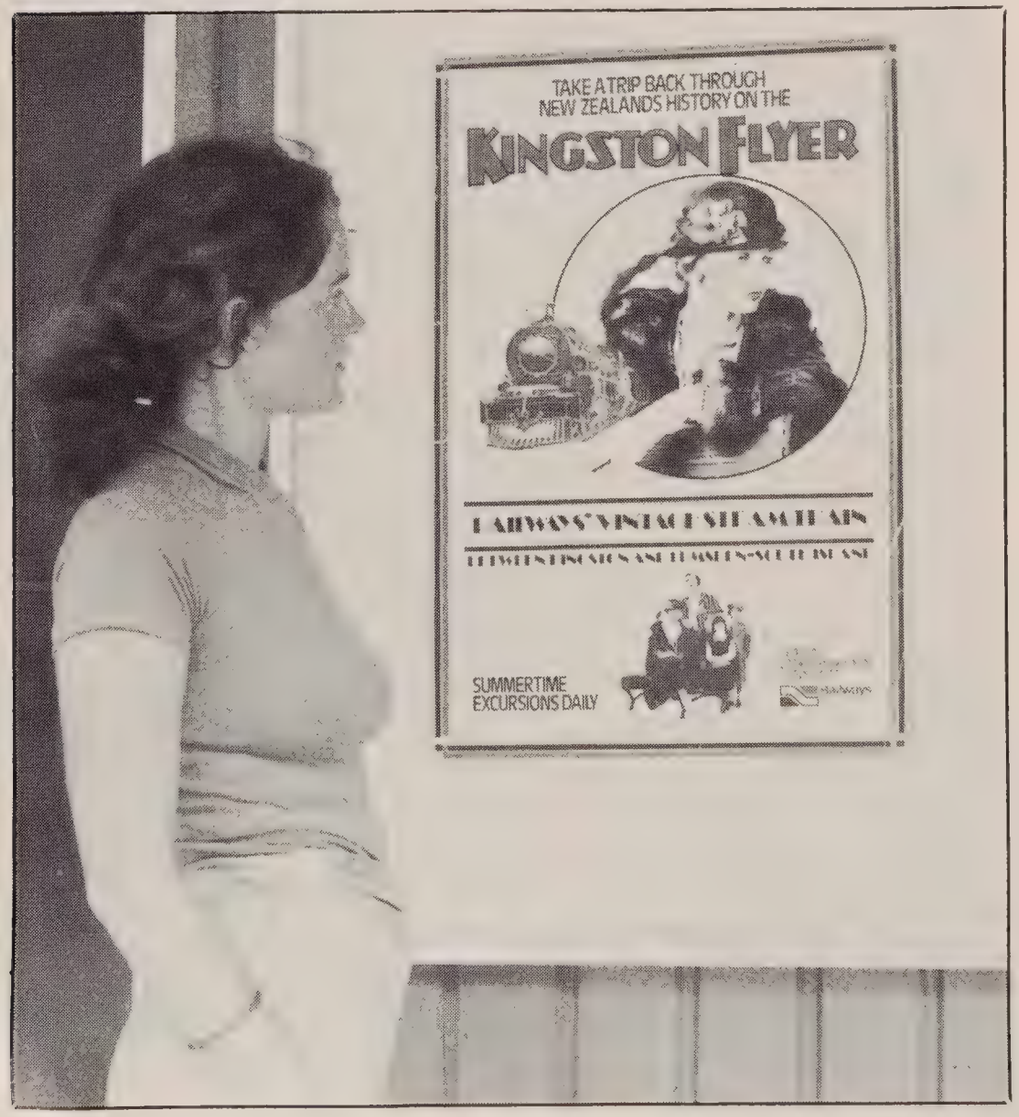
Not all countries are that free and easy, however. In Spain nearly every time Bill raised a camera near a railroad station, he soon heard a policeman at his side saying: "No, no, *senor,*" Franco's cops made it clear that he must not photograph trains.

One day last May at Hayden Junction, Arizona, Bill was conversing with a friendly San Manuel Arizona Railroad crew. They told him about an amazingly old steam loco, built 106 years ago, with a passenger train, in remote Putnam and asked if he'd like to photograph her. Well, of course he would. They told him how to find the train and mentioned the name of the guard there. They said they'd be along later to have lunch with the guard, Bill thought it would make good photos to have their modern GP38-2 diesel posed with the steamer. They said it could be arranged. After driving over very slick and muddy roads and even fording streams, our hero found the loco. When the diesel train arrived the engineer asked, "Okay, where do you want me to park this thing?"

Bill directed him into the exact spot most suitable for a picture. While the crew was eating lunch Bill climbed up a

Joy Burwell of Seal Beach, Calif., takes close look at tall-stacked Calico & Odessa 0-4-2T No. 5 in restored ghost town Calico in May, 1976.

(Top) Ft. Myers, Fla., girl waves to SCL train crew. (Bottom) New Zealand girl eyes rail poster. (Right) New Zealand Ry. loco driver ready to go.



steep hillside nearby and took many photos looking down on the two trains. The steamer had been sitting there for six weeks. She was used in the filming of a TV show; then a labor dispute arose with the trucking company that was supposed to removed the train and they left it stranded there. Taking that picture was a high point in Bill's photographic career.

Last April, while taking photos near Chatsworth, Calif, where Southern Pacific tracks run through tunnels, deep rocky cuts, and past huge boulders, he observed a group of teenagers armed with rocks above the entrance to one tunnel and heard them discuss how they were going to try to break the locomotive windows of the next train that came through. Bill slipped away and contacted the Southern Pacific cinder crunchers. An Espee police inspector asked him for a ride on the back of his motorcycle, as the tunnel area was inaccessible by automobile. The inspector climbed onto the motorcycle behind Bill, who then started chugging alongside the tracks. But even that machine couldn't go all the way to the tunnel, because rains had washed away part of the embankment. The inspector and his partner got back into their car and went looking for another way to get close to the tunnel. Bill doesn't know whether they caught the kids or not.

Basically, our *Interesting Railfan* takes two types of railphoto trips. One is to go where he is likely to find a lot of locomotives. Another is to visit a scenic area and photograph each train from a different angle, etc. Some locations offer both. Cajon Pass, Calif., is only about 135 miles from his home at Oxnard, Calif., and is a good place to shoot individual locomos as their trains move slowly on the steep grade.

One of his favorite scenic photo spots is on the Clinchfield Railroad in Nolichucky River gorge right on the border between Tennessee and North Carolina. There you can see steep rocky cliffs on one side of the track and a fast-flowing river on the other side. In Tennessee, the river is called the Nolichucky, but across the border the same body of water is known as the Toe River. Does any reader know of another river with different names in different states? Bill has heard some choice stories about the mountain folk living along the Clinchfield Railroad. Many years ago, for instance, when it still had regular passenger service, a city slicker stepped off the train in Popular. N.C., to stretch his legs. He noticed a narrow footpath up the mountainside and asked a boy standing nearby where it led. The lad replied: "Mister, if yuh just hafta know, that there path leads up to my Pappy's likker still, but it don't come back!"

Sometimes Bill Morgan's one-man

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fantrips last for a couple of weeks. In that case he photographs just about everything railroading in sight. He is not averse to shooting a rail scene without a train. Action scenes are among his favorites, particularly trainmen taking orders. So is human interest, most especiallly good-looking females.

One photo he is proud of took a couple of years to get. He waited patiently day after day for the situation to appear just as he wanted it. The photo, shot in 1977, shows Amtrak's *Coast Starlight* in Oxnard. On one side of the varnish is Ventura County Railway GE 70-tonner No. 1 and on the other side an Southern Pacific SW1500. The SP loco was waiting for the passenger train to leave, so it could cross the mainline and deliver cars to the waiting Ventura Country loco.

ANOTHER OF HIS FAVORITE photos was published in our August '77 issue. It shows the New Zealand Railways signal cabin at Greymouth. Taken inside the cabin, it silhouetted levers shows controlling swtiches, and through a Christmas-decorated window you can see a passenger train rolling by.

Bill Morgan is of average height, a bit chubby, with brown hair and friendly brown eyes. Although he is a high school grad, he never had a desire for college.

"I am single," he boasts, "and have no serious girl friends. Serious girl friends want to become wives. I don't need a wife."

His first paid job was delivering newspapers in Fort Myers on his bicycle when he was 13 or 14. To do this he had to get up at four a.m. seven days a week. Among his other jobs were supermarket bagger, warehouseman, postal clerk, truck driver, ranch hand, and private cop for a detective agency. From 1962 until 1966 and since 1972 he has been a Navy weatherman. At present his duty station is Misawa Aor Force Base in northern Japan, the mail address being Box 6425, Misawa, APO San Francisco 96519.

He treasures a U.S. Navy commendation that he received for helping in the salvage operation at Vestmannaeyjar, Iceland, a town devasted by a volcanic eruption. This must have involved hard work and long hours, but Bill is silent about the details. And the entire command he served in from 1975 to 1978, Operation Deepfreeze, was given the Navy Meritorious commendation Unit medal in 1976, presumably for its weather and meteorological service in Antarctica and elsewhere in the southern half of the globe. A year later Bill won third place in a big Kodak photo contest. His prize-winning camera study pictured a girl.

For sports he likes especially pro football and auto racing. His TV watching includes comedy shows, sporting events, and re-runs of old movies, notably monster features. And he has about 600 phonograph records, mostly country music, 1950s rock and roll, and comedy. Bill idolized Elvis Presley, and was shocked by his death last year. Our hero is humane, nature-loving, and fond of most wild and domestic animals. He doesn't hunt or fish, shrinks from killing just for fun. For the first ten years of his life a mongrel dog named Ranger was his almost constant companion.

"Ranger and I were the same age," Bill tells us. "He was very smart and was most helpful in rounding up the cows on our farm at night. Many an afternoon he'd be waiting at the intersection of our farm road and the county dirt road when I stepped off the school bus. Somehow he knew when the bus was due. Even now I still miss him."

Bill had a great admiration for the black panthers that used to roam the back country in Tennessee.

"One day," he recalls, "when I was about eight years old I charged out the back door of our farmhouse, at full speed as usual, and was petrified to find myself facing a black panther standing beside our well.

Fortunately, he seemed to be as startled as I was. He turned tail and ran down the slope into the woods. His glossy black coat and piercing eyes thrilled me. When he ran he was a symphony of motion, his muscles rippling, his nimble feet lightly caressing the earth."

Fred Clark, Jr., of Clearwater, Fla., a great photographer himself, who has been writing to Bill Morgan for years, enjoys his letters immensely. "There's always a bit of humor and good nature in his tales of travel and girls," Fred says. "Some time ago in Lakeland I saw a most unusual Seaboard Coast Line hookup. Must have been at least seven different types of power working

Louisiana & North West R.R. brakeman walks ahead of train at Magnolia, Ark., in 1972.

Diminutive 0-4-0T Porter displayed at Fort Lucinda, just outside Boulder City, Nevada, along with two other engines, steam tractors, and fire engine in 1976. Loco was built in 1880's for Ruby Hill R.R.

tigether, but the photograph I took of it at dusk did not some out. A few years later your magazine carried a shot of apparently the same buildup that Bill had made in Lakeland. I was pleased because someone else had captured it.

"Readers who think Bill takes mostly girl pictures are very far from the truth. He sent me a view of a Santa Fe crash-and-burn that he had seen at Cajon. It was the worst 'burn' I've ever seen a photograph of. The units were destroyed nearly beyond recognition. The Santa Fe buried most of them on the spot."

Bill has a rail library of about 40 books, plus an 18-year file of *Railroad Magazine* and lesser numbers of other rail publications. He estimates he has taken about 13,000 railroad photos and slides and traveled just over 104,000 miles in getting them. Included are "portrait-type" views of 3,172 different locos from about 195 railroads and industrial companies.

GEORGE HLADIK writes: "During his sojourns abroad Bill keeps us home folks posted on his railroad activities—or lack of them, as the case may be. When he was stationed in Antarctica he bemoaned the absence of railroad activity. 'The only thing here that sounds remotely like a train,' he stated, "is the diesel engine powering the electric generator." To help relieve his 'homesickness' for railroad sights and sounds, we sent him a casette of steam and diesel operations we had tape-recorded, hoping he'd have access to a cassette player. Fortunately, he did, and he told us later what a blessing our gift was to him. Bill wrote from New Zealand that he'd had the opportunity to ride a steam loco cab and a gracious engineer even let him handle the throttle. Thus he got to experience something that most of us long do but rarely can."

We now hear from a New Zealand Railways engineman, Cliff Hubbard: "Bill Morgan is a quiet personality immensely interested in railroading and appreciative of any help given in pursuit of his hobby. As you probably know, we're not supposed to let any non-railroader ride in our engine cabs, but what rule is never broken?"

From an Oxnard couple, Lee and Nancy Cleaveland, comes this appraisal: "Bill plans his vacations in such a way as to enjoy the maximum train-watching, girl-watching, and camera usage that he can squeeze in. Locally, he does most of his travels on a motorcycle, sometimes spending a whole day at Cajon Pass, for example, taking pictures of many trains, or maybe at Santa Susana Pass for eight hours, catching only one or two.

"One day he spent three hours in the desert at Victorville, Calif., driving there to obtain a shot of a Fairbanks-Morse. It was a real hot day. When he was ready to leave, his car wouldn't start, so he walked two miles in the blazing sun to the nearest highway and hitched a ride. Then he paid a mechanic $19 to go out there and check the car. A tap on the starter cured it. But he did get his pictures."

Bill says: "Most of my exercise comes from chasing trains. In one case I walked six miles (one way) down a track to get to a photo location I liked. There were no roads in the area. Often I climb cliffs, steep hillsides, and huge rocks to get photos, I eat most anything, perferably simple foods. As a former Tennessean I regard cornbread and onions as one of the best of all treats. I never smoke or drink."

"Do you go on trips with other railfans?"

"Very seldom. I am basically a loner when it comes to railroad photography. Oh, I forgot to mention cameras. My first one was a Brownie Holiday 127 size. While in high school I saved my money and bought my first 35mm cameras; a used Argus C3. After going into the Navy in 1962 I moved up to a new 35mm, a Petri. Then I started buying Yashica 35mm. Recently I've been using three Yashicas; a J3, a J7, and a TL super. Early in 1978 I bought a Canon EF. All my work is done in 35mm."

We asked, "how did you get the idea to put trains and girls together in a photo?"

"The trains came first, the girls later. I believe in contrasts, and what better contrast could you want?'

PHOTOGRAPHS OF THE MONTH

A few of the dramatic shots sent in by readers. We wish we could find space to publish even more of them.

Northbound Amtrak *Champion* sits in St. Petersburg, Fla., in 1977 pre-dawn time exposure shot
Fred Clark, Jr., 312 Morris Ave., Clearwater, Fla. 33515

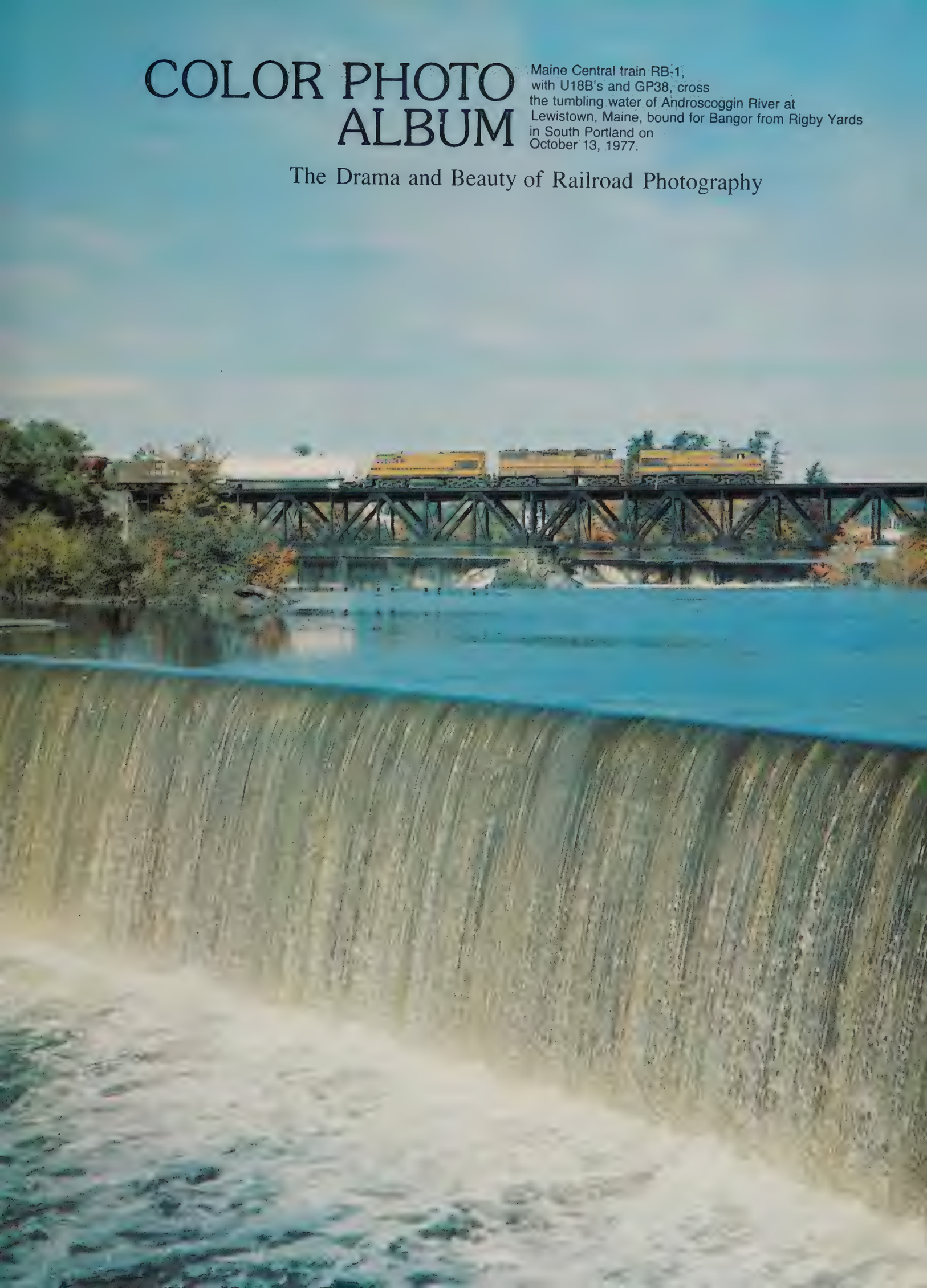
602

Multi-unit E-8's take siding waiting to haul northbound *Southern Crescent* out of Atlanta in July, 1977.

COLOR PHOTO ALBUM

Maine Central train RB-1, with U18B's and GP38, cross the tumbling water of Androscoggin River at Lewistown, Maine, bound for Bangor from Rigby Yards in South Portland on October 13, 1977.

The Drama and Beauty of Railroad Photography



Ex-Canadian Pacific 4-6-2 No. 1293 pulls into old Rutland station in Vermont, where railfans wait to board train.

Frederick G. Bailey, P.O. Box 299, Chester, Vt. 05143

Chicago & North Western photograph

Dramatic contrast on the Chicago & North Western: the balloon-stacked *Pioneer,* the railroad's first locomotive, diesel No. 5010-A, from the 400. Thundering through the night, a Burlington Northern freight, silhouetted against the sky, crosses a high steel trestle in southern Washington state.

Burlington Northern photograph

Dowager ex-Virginia & Truckee 4-4-0 No. 22 stars in 1965 episode of TV's "Wild, Wild West" east of Los Angeles

Adolf Hungry Wolf, Box 844, Invermere, B.C., Canada

East African Railways 59 class 4-8-2 + 2-8-4 Garratt 5912 *Mt. Oldeani* (Beyer Peacock, 1955). Beth Ziel took photo of speeding train from car at

It was Labor Day, 1970, at Horseshoe Curve as Penn Central SD-35's take westbound up hill.

R. J. Hughes, 20 Woodland Park, Pittsford, N.Y. 14610

Marimbetti, Kenya, on January 25, 1976. Collection of Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

Southern Pacific cab-forward roars along Oakland-San Jose line at Alviso, Calif., in 1954.

TRACKSIDE in the DIESEL AGE

With Jim Edmonston

Canadian National eastbound "high and wides" and Ottawa passenger train idle at Brockville, Ont., in June, 1971.

TOM JACK, the well-informed Conrail dispatcher at Conway, Pa., tells me that in late June Conrail 9999 (ex-Pennsy and ex-Penn Central 9999), the system's last General Electric 44-tonner, was moved from Pavonia, N.J., to Midwest Iron & Steel at Coalburg, Ohio. This unique old girl, Conrail's highest numbered and smallest loco, was sold for scrap but may possibly see limited service before being actually cut up. She spent a long

time in leased service for Union Transportation Co. in south Jersey, besides replacing the last Pennsy steamer in service, a B-6sb 0-6-0. Now she's gone. What will UT replace her with?

ALTHOUGH a valued contributor, William T. Morgan, has been assigned to U.S. Navy service in Japan, we don't think we've lost him, even temporarily, because this month's *Interesting Railfan* is likely to run into a few diesel locomotives in the Orient and write us about them.

His latest report, before leaving our homeland on July 17th, is interesting. On June 14th he watched the Southern Pacific set off a locomotive for the Ventura County Railway in Oxnard, Calif., his home town. She is ex-SP 1251, an Alco S-6, acquired by VC through dealer Chrome Crankshaft. Her logical VC number is 5, but she was in rust-colored primer only on delivery. Ventura County should paint the loco yellow and black like the rest of the roster, GE 70-tonners 1 and 4. Unhappily, GE 70-tonner 2 is being cannibalized.

On June 19-20, Bill drove out across the scorching Mojave Desert to Trona, Calif., home of Kerr-McGee Chemical Co. and its Trona Railway. Trona's two big Baldwin center-cabs are long gone, of course, but two Baldwin AS-616's remain. Kerr-McGee also has two Baldwin S-12 switchers. It has purchased SP RSD-12 2962, a big Alco,

Hugh L. Strobel, 83 No. Union St., Burlington, Vt. 05401

which looks great in her new blue, white, and red. Bill had written ahead for permission to photograph her, and was treated like a VIP on his arrival. S-12 No. 1550 was cranked up and used to pull the 2962 outside for photos, which resulted in a very rare Baldwin-Alco lashup.

Also on this trip, Bill found a GE 44-tonner (Nov. '46) used at the Purdy Railroad Salvage Co. in the arid town of Mojave. The 380-hp loco is unlettered and unnumbered but still has her builder's plates. Purdy scraps cars at the moment, and has many SP and Cotton Belt freight cars and cabooses in the yard, plus some Amtrak passenger equipment and three Ice Capades baggage cars.

In the Los Angeles environs, Bill and his buddy, Lee Cleaveland, saw two SP and two Santa Fe switchers in the National Metals scrapyard on Terminal Island, plus an unidentified Whitcomb 88-tonner. The guard would not let them get close enough to identify this rarity—can anyone help? At Amtrak's Redondo facility was a green and yellow Precision National switcher, but too far away for identification. Chrome Crankshaft's loco shop in Alhambra held ex-Southern Pacific RSD-12 2959 and S-6 1212, looking like candidates for overhaul and lease or sale to shortline or industrial buyers.

A REPORT from David Petke, 1426 Watauga St., Kingsport, Tenn. 37664, restores my confidence in the railfan news network and reinforces my contention that you can't believe everything the professional news media prints. You recall the item I picked out of *Business Week* stating that a GP-40X had been running tests on the Clinchfield for 14 months, and my astonishment that nobody had seen her. Dave reports that the "GP-40X" consisted of a set of new traction motors on standard SD45-2's, Clinchfield 3619 and 3621. Each truck on the units had the new traction motors on 1 and 3 axles, with their old motors on 2 axle. When the units were under load, only the new motors were activated, although all six operated in dynamic braking.

Both units are now back to six standard traction motors, and Clinchfield is reportedly highly pleased with test results. So, although part of the technology of the GP-40X was on test on the CRR, no actual unit was on the road, and the railfans in the area are exonerated. Clinchfield is expecting their new GP-38-2's, which will be the first in the new Family Lines scheme.

Dave also reports on Knoxville, where the Louisville & Nashville is the most interesting road in terms of power mix. You can see EMD, GE, and Alco models every day. Dave got a shot of a Louisville-bound string of bad order hoppers with U-30C 1500 and SD-40

Sterling Wiggins, 35 Mercer Hill Rd., Ambler, Pa. 19002

After helper stint 6213 drifts down around Horseshoe Curve in 1976.

3000 and a C-420 still in Seaboard Coast Line black and yellow.

Southern Ry. in Knoxville has two major locations, John Sevier Yard and Coster Shops. The former is home for many EMD units, but now and then you'll see Southern's elusive high-nosed U-33C's here. MP-15's work the yard, three MU'd on the hump. Coster Shops is Southern's heavy-service car facility, working on hoppers, gondolas, covered hoppers, and flats. When you see a Southern car with a "K" shown as a rebuilt location, that's a Coster (Knoxville) job. Permission is a must to enter the area.

CHARLES HUNTER, 1701 Bluebonnett St., Denison, Texas 75020, reports on his trip to Chicago. At 21st Street Tower, he saw Gulf, Mobile & Ohio F-3A 880-B on Illinois Central Gulf's commuter train 16, and two of Amtrak's new rebuilt GP-9's—763 in the orange and white and 761 still in UP yellow. Norfolk & Western GP-40 1372 came in with the ex-Wabash commuter run from Orland Park. Conrail's commuter from Valparaiso, Ind., had GP-7's 5958 and 5909.

At Corwith Yard on the ATSF, six Alco S-4's are in the deadline, also there is a slug built from an old Baldwin switcher. At the Belt Ry. of Chicago's clearing yard, Bicentennial MP-15DC No. 534 and Alco S-6 No. 420 and five C-424's were seen, along with Corn Industries 68. At Conrail's 59th Street yard, 11 out of the 31 units were in PC black, no predecessor road units there.

Last May 22nd Norfolk & Western F-7A's numbered 3660, 3667, and 3671 passed through Detroit reportedly on their way to scrap at Bellevue, Ohio (company stripping, anyway). This leaves 3725 as the only F unit on N&W. She, of course, is an ex-Wabash unit still in Wabash territory. Finally, back in Texas, Charlie says the *Inter-American* is now all Amfleet.

NORFOLK & WESTERN is trying a new paint scheme. It's really not new, as a similar scheme was used on N&W's passenger GP-9's in the late Sixties. The colors are Tuscan red with yellow lettering. One unit, SD-40-2 No. 6675, is so painted and was seen at the EMD Open House at La Grange in June. Reportedly this unit will be used on specials only for a while.

SPEAKING OF COLORS, issue 63 of *Extra 2200 South* arrived in the same mail as the July *Railroad.* Both feature beautiful new color sections. By the way, a few "bugs" crept into the July issue of *Railroad,* which a few people have pointed out. "History of EMD GP-30's" should have read "GP-35's." "Mainline Mac" of the Santa Fe pointed out that the unique big-little-big fan arrangement is found also on SD-35's, which is correct.

H.L. BUCKLEY, 3333 University Boulevard West, #309, Kensington, Md. 20795, says Chessie System (B&O) in the Brunswick and Hagerstown, Md., areas sees more and more "foreign" power these days. Western Maryland units in old paint add to the color. WM's F's are still seen in limited numbers. Southern Pacific power is just about everywhere. For instance, SP 9237 SD-45 and WM 3579 were assigned to the Gaithersburg, Md., helper on June 10th.

Richmond, Fredericksburg & Potomac power runs through into Brunswick, Md. Buck sent me a slide of WM F-7A No. 7173 lashed up with RF&P GP-40 No. 127, shot in Brunswick on June 3rd. Norfolk & Western units also pooling into the D.C. area, and sometimes bring Union Pacific units with them. Hagerstown had many N&W and UP units on June 10th. UP seems to allocate its GE units to the pool trains.

THE AMTRAK GP-7's and GP-9's now coming from Precision National (all work done on these units was at Rock Island's Silvis Shops) are eventually to be painted in orange and black and are numbered 764-783 (20 units). Corresponding old owners and numbers are: UP 185, 241, 207, 242, 234; and CNW 160 and 1726 and L&N 432 and 478 and QNSL 100. Also N&W 3451 and 61; and UP 102, 104, 110, and 129; and L&N 394, 493, and 495, and Rock Island 433.

Note that a couple of those L&N GP-7's are old NC&STL units with the AAR switcher trucks. Amtrak, of course, replaced these with standard Blomberg trucks. The units have been working east on Conrail trains, but evidently will be scattered, as evidence the report of two in Chicago, 777 and 781 to Wilmington, Del., others to the Northeast.

BACK IN THE MID-SIXTIES, while working in Baltimore, Md., I came across a tiny rail line across Boston Street down by the Canton Railroad terminal. It looked like a backyard railroad, but it

came out of the American Smelting & Refining Co. and ran to a pier on the Patapsco River, where ocean-going freighters were loaded. I saw there strange little 8-wheeled ingot buggies with link-pin couplers, loaded with metal ingots (or pigs, or bars, whatever).

One day I happened to be flagged down. A tiny little 4-wheeled yellow locomotive blew for the "crossing," dragging a string of these empty buggies into the plant. As time went on, I managed to get photos of 3 different locos, built by Whitcomb (Baldwin in later years) and Rogers Brothers Corp. of Albion, Pa. I haven't been back to Baltimore for 15 years and I understand that ASARCO has closed its plant (or at least the railroad).

Now comes a letter from R. A. Selle, 1013 Woodsmere Parkway, Rockledge, Fla. 32955. He says locos 21, 24, 25, 26, and 27 are sitting on wood blocks in Delespine, Fla., up for sale by C.T. Wilhoit of Southern Contractors, Titusville, Fla. These are 4-wheeled, 10-ton diesel-hydraulics, of rare 21½" gauge! Nos. 21 and 24 are the Whitcombs (21 has a Whitcomb plate listing it as a Class 10DM56; No. 24 has a round "BLW" plate on her frame), while 25, 26, and 27 are Rogers.

Originally 150 hp, the engines have received new diesels and it is thought they are now 250 hp. Bob Selle says their mechanical condition doesn't look good, but the units are not badly rusted (they will not last long without care in Florida, however). Drop him a line for further info.

KEAN J. PANGMAN, 10 Forest Ave., Oneonta, N.Y. 13820, watches the Delaware & Hudson and is treated to a variety of paint schemes. The older D&H blue and gray is joined with the Lehigh Valley red and Reading green units that D&H took when Conrail was formed. Three SD-45's came back from Erie Lackawanna in gray with blue stripe. The new D&H blue has yellow nose and trim, but one unit reportedly lacks a yellownose at this time.

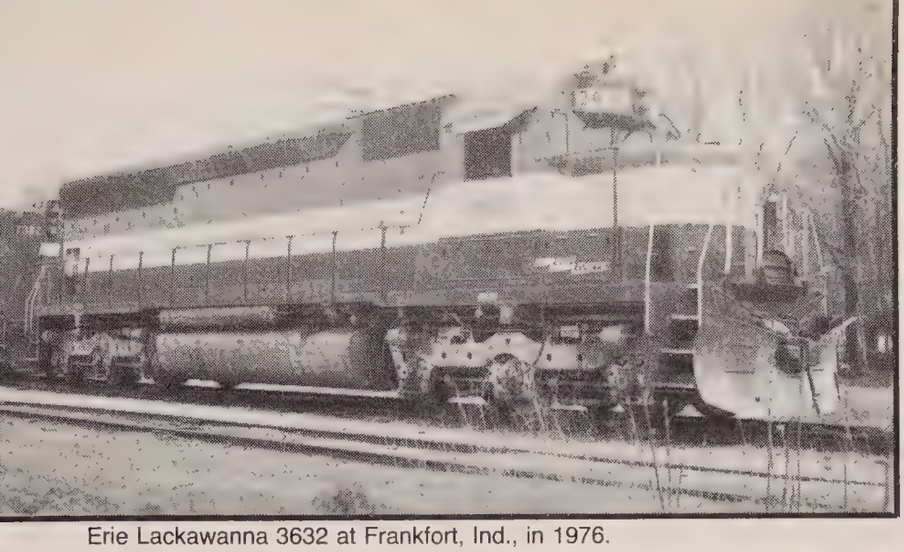
Three Norfolk & Western units, led by high-nosed GP-30 550 arrived with a westbound. Kean says 550 is the first GP-30 he's even seen, which in D&H land is not that unique; but I'd never realized there were diesel fans who had never seen a GP-30!

CONRAIL IS AGAIN "cleaning house" at Altoona. Strings of dead engines are moving to GE at Erie, EMD at McCook (Pielet Bros. for scrap) and Precision National at Mt. Vernon, Ill. These were slated for GE: RS-11's 7602, 7609, 7632, 7639, and 7649, and rare DL-721's numbered 2026, 2036, and 2037. Precision is getting some Erie Lackawanna E-8's in the 4000 series, EMD at McCook is getting SW-1's 8416, 8516, 8526, and 8593, also FP-7's 4345 and 4349, and F-7B 3873, and F-7A's 1766 and 1652. Other RS-11's are slated for conversion to slug units at Collinwood Shops.

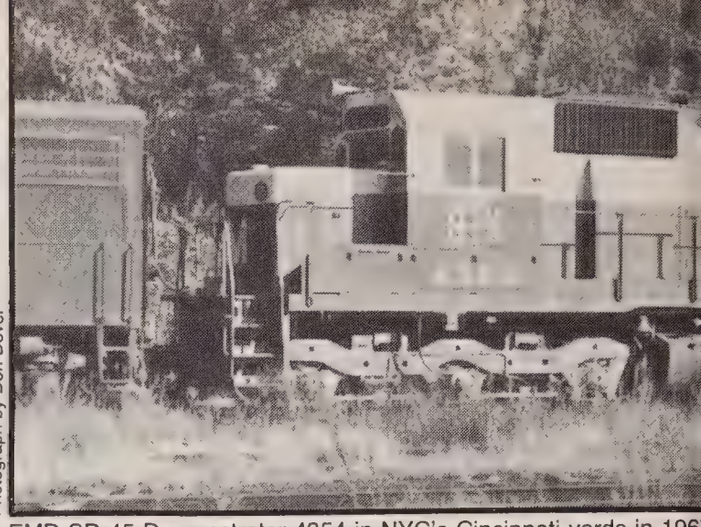
New GP-40-2's and B23-7's on Con-

Ronald N. Johnson, 662 Highland Ave., South Portland, Me. 04106

It was a lazy late Spring day in 1976 as Bangor & Aroostook R.R. F3's, GP7, and GP38 congregated for a slumber party at Oakfield, Me. Old coaling tipple seen in distance is now used as a dispatching tower.



Erie Lackawanna 3632 at Frankfort, Ind., in 1976.
John F. Harris, RR6, Box 145, Frankfort, Ind. 46041



Photograph by Don Dover
EMD SD-45 Demonstrator 4354 in NYC's Cincinnati yards in 196

rail are showing up systemwide. Those ex-Reading FP-7A's running on SEPTA are confusing some fans. One says they are red, white, and blue; others say orange, white, and blue; but color photos from Wilbur C. Smith, 1330 Twp. Line Rd., Royersford, Pa. 19468, are definitely red, at least 4371 and 4373 are.

AL SHADE OF CLEVELAND took a couple of trips; one to Buckeye Yard in Columbus, Ohio, where he found scads of GP-9's and GP-9B's on transfer runs. New Conrail symbols are a combination of originating and terminating locations and numbered as the train is moved. For example, BOEL-5 would be the 5th move of that day between Boston-Elmira or BUTO 5 would be the 5th train out for Buffalo-Toledo freight. It's confusing, as the odd and even numbers no longer mean eastbounds and westbounds. You have to know the terminal symbols Conrail uses to guess where the train is heading.

Besides GP-9's, Al saw plenty of road power and TP&W 900 on the Conrail-TP&W run-through. Precision 1704 was the only leaser on hand.

Back home at Collinwood, Bangor & Aroostook 83 was noted. Repairs to power are proceeding rapidly and deadlines are down. Those rebuilt GP-9's (Precision jobs, called GP-8's) will be renumbered to the 5400 series, which pretty well seals the fate of the RS-3's now in this series.

JOHN G. McDADE, 429 Range Rd., Baltimore, Md. 21204, sends me clippings of rail interest from the Baltimore area, and lately that old town has been fighting mad over developments concerning Conrail, wrecks, Northeast Corridor problems, etc.

High on the panic list now is the proposed abandonment of the Canton Railroad, a switching line which connects some major Baltimore industries with Conrail and the dock area. Canton's 39-mile line serves such giants as Western Electric, Exxon, Lever Bros., Container Corp., and Owens-Illinois, plus marine terminals and warehouses. Other Baltimore firms are hopping mad at Conrail over poor service, lack of cars, and condition of cars that are furnished. The scrap industry is screaming over the lack of gondola cars with decent floors in them.

Conrail is starting work on the Delmar-Pocomoke City section of its decrepit DelMarVa Peninsula line this fall, with the job likely to be completed by early 1979, bringing the line up from grade zero to Class 2, which permits freight speeds of 25 mph, more than double that allowed now.

Illinois Central Gulf has a new simplified paint scheme, orange with black lettering. No more white, the initials only in block lettering. The two Baldwin Sharks on the Michigan Northern as reported have problems: 1205 cracked a piston and 1216 pulled a drawbar. Michigan Northern is covered with freight and short of power; two ex-SCL Baldwin RS-12's are being leased.

CARL TIMKO says Bessemer & Lake Erie has been extra busy through his home of Conneautville, Pa. He cites 16 trains in the morning of June 28th. Greenville Steel Car is turning out new hoppers for Rock Island, P&LE, and Southern. High carbon content in car wheels has been determined to cause derailments. B&LE has taken to painting white and yellow dots on its cars to quickly identify these. Yellow spots mean no carbon content, white means high carbon wheels. Cars with wheels containing more than .75× carbon are outlawed until wheels are changed.

CHRIS SKOW, P.O. Box 312, Portola, Calif. 96122, reports that Western Pacific's four F units are back from M-K-T in perfect condition and running out of Stockton. No. 913 is painted in the old orange and silver scheme, all other F's are green with orange trim.

Chard Walker, 18073 Pine St., Hesperia, Calif. 92345, comments on the big ATSF wreck reported by Bill Morgan in the July issue. Bill had been told that a lot of the wreckage would be buried, but ATSF vehemently denies that. One newspaper quoted the ATSF as saying that all major pieces of equipment were removed and either repaired or scrapped. There may be small parts of equipment in the canyon near Cajon Summit, but this is all under a landslide which accompanied the wreck. The 4 units involved were cut up for parts. Some of the 16 cars involved are back in service. Two ATSF employes died. $750,000 worth of new autos, which were loaded on 10 flats, were removed.

Regarding the SD-45

THE EMD's BIG SD-45 is the builder's largest and most powerful single-engined production model. This rules out the double-engined DD's on Southern Pacific and Pacific, as they were special orders, and the experimental SD-45X of 1970-'71. The SD-45, introduced in Feb. '65 is powered by the largest prime mover ever applied in U.S. railroading.

The 20-cylindered 645E3 is rated at 3600 hp. It is almost 66 feet long, no longer really than the SD-38 and SD-40, but its superstructure covers the entire frame area, leaving no "porches" at the frame ends. The most spottable features of the SD-45 are the 3-panel flaring radiators at the rear of the long hood. The SD-45 is simply a bigger SD-40, with longer carbody and different radiator intakes. The length is necessary to house the larger 20-cylindered engine.

SD-45 demonstrators 4352, 4353, and 4354 were ready in Feb. '65, while the first production models went to the Great Northern in May '66, being GN 400-407, now of course, running as Burlington Northern units. The demos became Delaware & Hudson 801-803. The model took off quickly in sales volume. In terms of horsepower and weight, not number of units, the SD-45

Photograph by John F. Harris

Southern Pacific SD-45 No. 9021 in Frankfort, Ind., yards on August 30, 1973.

sold more than 2.7 million horsepower and 300 million pounds of locomotive in its first two years.

Problems anticipated with the huge crankshaft proved unfounded, but the D-77 traction motors did cause more than a little concern. Some roads which previously forsook 6-axle power bought the SD-45 and came back for seconds. Even the New York Central endorsed the SD-45, but NYC became Penn Central before the first Central C-C unit was a reality. SD-45 is heavy, with the average weight about 390,000, ballasted to 420,000 if needed. Trackage, though, had better be in top condition.

The 3-panel flaring rear radiator intakes which signify SD-45 were seen previously on the GP-40X. However, only SD-45 has the longer, 3-panel grids. All others are 2-panel grids. SD-45's production run extended from 2/65 through 12/71, with 1260 units sold, all on U.S. rails. Variations on the basic model include those with high noses on the Southern and Norfolk & Western, and the units on C&NW which lack dynamic brakes. All others are strictly copies of EMD's low-nosed, basic hood unit, with the familiar functional lines, with chiseled front noses and beveled rear ends. On Southern, there is no "front" or "rear"; locos are operated bi-directionally.

As with the previous SD-35 and SD-40, a passenger-capable version of the SD-45 was offered. This was the SDP-45, a loco with 5 feet added to the rear hood for inclusion of a steam generator. This addition is treated exactly as on the older units, with a perfectly square, Baldwin-like end, with air intake grid and exhaust stack for the generator. SDP-45's are 70 feet, 8 inches long.

Southern Pacific and Great Northern bought SDP-45's early. Erie Lackawanna (now Conrail) possesses a variant. To gain extra length in the fuel tank, EL ordered SDP-45's with no generators. This is immediately evident when you notice the lack of air intake and exhaust stack.

Also, EL SDP-45's have the standard beveled, not flat, ends. This is possible because no room is needed inside for the bulky generator. These units made possible a through run from North Jersey to Chicago without refueling. The units were seen on piggybacks and hot freights.

In 1972, the upgraded DASH-2 line affected the SD-45, and the SD-45-2 became a reality. Unlike other DASH-2 models, this unit was visibly changed. An improved radiator system did away with the V-flared radiator intakes, replacing them with two long, flat grids as on SD-40-2. The radiator grilles are four feet longer than SD-45, and the three large radiator fans are spaced farther apart.

Of course, other DASH-2 features are included, such as sight glass, cab roof overhang, and Flexicoil trucks with the dampening strut on the sides. SD-45-2 is still cataloged, but none have been sold in recent years, possibly because of that huge 20-cylindered engine. Their place has been taken by the SD-40-2.

An interesting variation of the SD-45-2 is the SD-45T-2, the "tunnel motors" on the Southern Pacific and Cotton Belt. These big fellows are even longer than the SD-45-2, which is 68 feet, 10 inches. SD-45T-2 is 3 feet longer still. The difference is in the radiator area. SP wanted low-mounted intakes and expanded area to combat close air problems in tunnels and snowsheds. Normal high-mounted intakes were ingesting already-hot, contaminated air that had been thrown up by the exhaust stacks.

The tunnel motors have intakes on the walkway, roof-mounted radiators and fans between the intakes and the radiators. Air is blown upward by three fans, instead of pulled through by standard roof-mounted fans. This gives the T-2's an unmistakably different look, with no roof fans, no radiator grilles, a boxy area atop the rear hood housing the roof-mounted radiators, open space completely across the unit at the walkway, and a flat rear end.

These engines are SP-Cotton Belt only, although due to SP's almost nationwide pool setup, the big fellows have been seen on the eastern reaches of Chessie and Conrail, and thus have been viewed by a great number of railfans far removed from the mountain ranges in the Southwest that the locos were designed for.

In 1970-'71, EMD put 7 test units to work before settling on the DASH-2 line. These were designated SD-45X and were rated at 4200 hp, the highest rating EMD ever gave to a single-engined unit. These were different again, in that they had those two-panel flaring radiator grilles found on the GP-40X, the RT-C trucks with dampening strut later made standard on the DASH-2 line, 4 roof-top radiator fans on the rear hood, and the flat end common to the SDP-45 model. Southern Pacific bought 3 as experimentals and kept them; later bought 3 more, and one was retained by EMD. Southern Pacific numbered them 9500-92005. The DASH-2 line rolled back the high horsepower to 3600, and the idea of an SD-50 in many railfans' minds was shelved once more.

One interesting note in SD-45 history concerns SP, which went for the big model in great numbers. Before the tunnel motor concept was developed, SP tried to direct cooler air into straight SD-45 radiators with huge, ungainly "elephant ear" shrouds. The first three (units 9001, 9069, and 9105) were rounded, with 9 more contoured to the EMD cab slope. SD-45X 9500 had a set of "ears" briefly. These were removed from all locos with the arrival of the "T-2's". Also, Erie Lackawanna was a good show across Ohio, with many fast trains having all three types of SD-45; with a straight SD-45, SDP-45 and SD-45-2 running together.

CONTINUE SENDING diesel news and diesel books for review to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Worker shown sanding the head-end of a Union Pacific GP-9 in shop at Council Bluffs, Iowa.

Union Pacific Railroad

INFORMATION BOOTH

ASK BARBARA. Railroad questions are answered here—as many as space permits.
Address Miss Barbara Kreimer, *Railroad Magazine,* 150 East 58th Street, New York, N.Y. 10022.
No questions will be answered by mail or telephone.

Question: Has I.C. Industries any railroad connection?

Barbara: In its 16-year-old history, I.C.I., holding company of Illinois Central Gulf Railroad, has built a widely diversified conglomerate that depends on rail transportation for only 36% of its revenues. It now seeks to control Pet Inc., a food company. Its holdings already include Midas International Corp., Pepsi-Cola Bottling, and Abex. The last-named is a New York-based manufacturer of automotive parts and railroad equipment. (Abex made wheels that have been cited as a main cause of derailments, for which it faces undetermined liability claims.)

It seems diversification has been the road to survival for many former all-railroad companies. Chicago & North Western was sold by Northwest Industries, its holding company, to its railroad employes a decade back, and Western Pacific Industries is trying to nail down a similar agreement with WP employes. These companies have used railroad assets, including the sale of land granted by the Government, to make acquisitions.

Interstate Commerce Commission has criticized the practices of holding companies, but mounting deficits and uncertain prospects increase the incentives to diversify. This year's coal strike depressed rail traffic and resulted in a 30% decline in I.C.I. earnings, to $10.1 million. In 1977, profits grew 29%, to $78.5 million, on sales of $1.9 billion. The rail industry as a whole suffered its worst quarter in history with a first-quarter 1978 deficit of $274 million.

Question: When did Canadian National absorb Newfoundland Ry., Temiscouata Ry., and Quebec Ry., Light & Power?

Barbara: CNR took over the Newfoundland in 1947, TRy in 1950, and QRL&P in 1951, the last-named providing interurban rail service between Quebec City and Ste. Anne de Beaupre.

Question: Does Canadian National have any deaf personnel on its payroll? If not, would it consider hiring any?

Barbara: CN does not keep special records of deaf people hired because it prefers to accord them the same treatment extended to all who apply for work. Other groups representing disabled people ask CN about hiring policies. The company is sympathetic, but is also faced with reassigning regular employes who develop a handicap during the course of employment. This situation invariably affects the number of disabled people that CN is in a position to hire. CN finds it can best assist handicapped people by considering each case on a personal basis. The applicant must meet company entrance requirements, including pre-employment screening and a medical test.

Question: When was the first bridge over the Missouri River at Kansas City opened?

Barbara: July 4, 1869, with a rousing celebration. It made possible for the first time train operation between Chicago or St. Louis and California without the aid of ferries across the wide "Big Mo."

Question: Tell me about Lehigh Valley's inspection locomotive ***Dorothy.***

Barbara: This cute little 4-2-4T, numbered 300, was built at the road's Wilkes-Barre, Pa., shops in May, 1884. She survived a freak collision at Phillipsburg, N.J., in Dec. 1893, was subsequently rebuilt, renumbered 1, and finally retired in 1934 after 50 years of service.

Question: Name the steam and trolley operating tourist lines in Washington State.

Barbara: My list shows three steam and one trolley line running this summer. If there are more, tell me about them. They are: Puget Sound Ry. Historical Assn., P.O. Box 459, Snoqualmie, Wash. 98065; the Camp Six Logging Exhibit, Pt. Defiance Park, Tacoma, Wash. 98407, and Lake Whatcom Ry., 4180 South Bay Drive, Sedro Wolley, Wash. 98284, and Yakima Interurban Trolley Lines, P.O. Box 124, Yakima, Wash. 98907.

Question: Where is the world's longest straight stretch of track?

Barbara: It runs 297 miles across Nullarbor Plain on Australia's standard-gage Transcontinental Railway. Runner-up is the Buenos Aires & Pacific Ry., Argentina, with 205 miles between Junin and MacKenna on the 5'6"-gage line between Buenos Aires and Mendoza, where it connects with the meter-gage South Transandine line.

Question: Wanted words to an old favorite, "When the Harvest Days Are Over," by C.J. Byrne.

When the harvest days are over
And the wheat comes rollin' in,
When the extra men are workin'
And the wheels begin to spin,
When the days are gettin' shorter
And the nights are growin' long,
Then you'll find the latch key hangin'
Where the boomers come along.

The Southern Pacific dives off the deep end at Salton, 200 feet below sea level, 165 miles east of Los Angeles. Sea can be seen in distance.

When the brass hats start to worry
And the dinger strokes his chin,
When the passin' tracks are loaded
With the trains that can't get in,
When the manifest is buried
And the yard's tied in a knot,
Then a boomer's always welcome
Where he otherwise is not.

When the blockade is broken
And the end is near at hand,
When you leave the scene of battle
With the home guards in command,
When your impulse loads your footsteps
To some southward movin' train,
Then it's great to be a boomer
And be on your way again.

Question: How do the turbo-trains compare with the Metroliners on the New York to Washington run?

Barbara: Metroliners are self-propelled by electric power and therefore have no separate locomotive. They are linked together in a semi-subway-car appearance, while the turbo-train with its loco has the appearance of a conventional train.

Question: List telegraphic codes for train control circa 1910.

Barbara: (1) Display stop signal, (2) block clear, (3) block wanted for other than passenger train, (4) train other than passenger has entered the block, (5) block is not clear of train other than passenger, (7) train following, (8) opening block station (answer by record of trains in the extended block), (9) closing block station (answer by 13), (12) correct, (13) I understand—or—understand? (17) display stop signal, train following, (18) what is the trouble? (19) train order, (21 or 25) busy on another wire, (31) train order requiring the signature of the engineman and/or conductor, (36) block wanted for passenger train.

Also: (46) passenger train has entered block, (47) display signals, (48) signals are displayed, (55) important, (56) block is not clear of passenger train, (73) compliments, (92) deliver. And: C&E—conductor and engineman, Com—complete, Dispr—train dispatcher, Eng—engine, Frt—freight, Jct—junction, Min—minute(s), No—number, Opr—operator, OS—train report, SD—stop signal, Supt—superintendent, TM—trainmaster, VP—vice president, and X—acknowledgement of train order.

From collection of "Frog" Smith, Fort Myers, Fla.

Cornfield meet on P&W (which road?) must have made big ka-boom. Who knows when and wh

Barbara: According to John H. White, Jr., editor of R&LHS ***Railroad History,*** they included: Davenport & Bridges, Cambridgeport, Mass., 1834-'56; Davenport, Bridges & Co., Fitchburg, Mass., 1850's; Grove Works (Tracey & Fales), Hartford, Conn., 1848-'55; H.T.&I.N. Keith, W. Sandwich, Sagamore and Hyannis, Mass., 1865-1935; Laconia Car Co., Laconia, N.H., 1879-1928; Locks & Canals, Lowell, Mass., 1840-'50; New Haven Car Co., New Haven, Conn., 1860-'79; Norwich Car Co., Norwich, Conn., 1847-'52; Osgood Bradley, Worcester, Mass., 1833?-1960; Patten Car Works, Bath, Me., 1872-'90(?); Portland Co., Portland, Me., 1848-1900(?); Ramlett Car Mfg. Co., Laconia, N.H., 1845(?)-'79; Springfield Car & Engine Co.,

t-wheeler tangled with Ten-wheeler?

Springfield, Mass., 1848-'57; Taunton Car Co., Taunton, Mass., 1869-'73; Tracey & Fales (Grove Works), Hartford, Conn., 1852-'57; and Wason Mfg. Co., Springfield, Mass., 1846-1932.

Running Extra

YOU ARE CORRECT. Death Valley is the lowest spot in the U.S., 282 feet below sea level. About 200 air-miles due south is the now dried-up Salton Sea, where the Southern Pacific operates at 200 feet below sea level. The line was originally built at about 250 feet below sea level, but in the 1905-'07 flooding of the Salton Sink by uncontrollable irrigation

canals from the Colorado River at 40 feet above sea level, the entire river poured into the basin and SP had to build a number of "shoo-flys," eventually settling on the 200-foot level. A 40 mile right-of-way at 100 feet was graded but never used. There are currently no railroads in the Death Valley area. None ever actually entered it. The Death Valley Narrow Gauge ran part way down the eastern slope for years. The SP lines west of Death Valley are in the Owens Valley, about 100 miles by road.—W.C. ("Dutch") Hendrick, editor ***Observation Platform,*** South Calif. Chapter, R&LHS, 3949 Lees Ave., Long Beach, Calif. 90808.

ANYONE know about the motive power used on the Pennsy branch line to Princeton from Princeton Jct. in 1952? Were there MU coaches or steam locos?—Joseph Slepian, 7401 Ridge Blvd., Brooklyn, N.Y. 11209.

INFO AND PIX of Korean steam wanted.—Donald Campolongo, 17 Shepherd Hills, Wescosville, Pa. 18106.

WHY DID brakemen ride the hoppers up to the dumpers in your center spread in May '78 issue? If they were needed on the switchback to the empty receiving yard, and riding the cars was the easiest way to get on them after dumping, why were they at the brake wheels while barneys were pushing the cars?—E.W. Carpenter, 26785 Constance Ct., Dearborn Heights, Mich. 48127.

I HAVE a lantern with initials PtLSW Ry. Could this have been a streetcar or interurban company?—Charles J. Hengstberger, 821 N. 4th St., Savanna, Ill. 61074.

INFO WANTED on two Lima Shays. One, shop No. 3098, was the property of Batesville (Ark.) White Lime Co. The other, shop No. 3119, was owned by the Davis Coal & Land Co., Bemis, W. Va.—George Morrison, Rte. 8, Maryville, Tenn. 37801.

RICHARD COWLES ASKED about Montreal's open observation tramways in 1905. Montreal St. Railways built the first of these streetcars, No. 1, for excursions on the Cote-des-Neiges and Queen Mary Road routes. Its purpose was to permit passengers to enjoy the countryside rather than city sightseeing. Its success was immediate. MSR built a second car, No. 2, in 1906. Both cars were nicknamed "Golden Chariots." In 1924, Montreal Tramways Co. added Nos. 3 and 4. Today Nos. 1 and 3 are at the Canadian Railway Museum, near Montreal. No. 2 is at the Seashore Electric Ry. Museum, Kennebunkport, Maine. No. 2 is being operated by the Conn. Electric Ry., Warehouse Point, Conn.—Hughes W. Bonin, West Lafayette Ind.

WHERE CAN I GET words and music to "The Christmas Wreck"?—Terrence J. Maloney, 1235 Gunderson Ave., Berwyn, Ill. 60402.

I'M WRITING AN ARTICLE on the agricultural assitance trains operated in various parts of the country 50 or more years ago. I'm particularly interested in the Better Dairy Farming and Better Livestock trains which toured New Hampshire during 1928-'29 under co-sponsorship of the N.H. Department of Agriculture and the Boston & Maine. Anyone help?—Kenneth R. Dunham, Box 422, Wilton, N.H. 03086.

CK&S TRACK IN HASTINGS no longer exists. Nothing was mentioned about the line from Kalamazoo to Richland Jct., Mich., where it connected with the former Cincinnati, Jackson & Mackinoaw R.R., later known as Michigan Ry. Up to a recent date, the line from Richland, Richland Jct., to Hooper (Doster), about 10 miles, was still in existence. This was ex-NYC.—Don Sywassink, 816 Langan, Sierra Vista, Ariz. 85635.

HOW DID BRYN MAWR, Pa., get its name?—Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240.

This is how the Southern Pacific station at Salton looked in 1912. Track originally ran 300 feet below sea level at lowest part of sink.

I HAVE a cap badge with initials GWADR&N Co. Does R&N stand for River & Navigation?—Jerry Angier, president, 470 Railroad Club, Portland Div., Railroad Enthusiast, Inc., 79 Hillside Ave., South Portland, Me. 04106.

ANSWERING A QUERY: The E&TH was chartered Jan. 2, 1849, as Evansville & Illinois; changed to Evansville & Crawfordsville on Mar. 4, 1853; became Evansville & Terre Haute on Mar. 5, 1877; joined Frisco System on Oct. 1, 1902; became part of Chicago & Eastern Illinois on July 1, 1911, and on June 6, 1967 was absorbed by the Louisville & Nashville, now Family Lines.—James Miller, 1013 Bayard Pk. Dr., Evansville, Ind. 47714.

WHERE CAN I get a book on the Hoosac Tunnel & Wilmington R.R.?—Charles E. Holub, 178 Miller Place Rd., Miller Place, N.Y. 11764.

WHY DID AMTRAK pass up the St. Paul Union Station and build a new one in Minneapolis? The Union Station was in good condition when Amtrak came into existence in '71.—John Brasier, 19613 W. Fairweather St., Canyon Country, Calif. 91351.

DOES ANY BOOK give the history of all narrow- and standard-gage railroads?—Stewart Brodian, 1124 Peach Tree Lane, Mountainside, N.J. 07092.

WHO HAS THE HISTORY of the Twin Mountain & Potomac R.R.?—Philip Miltenberger, Rte. 3, Bedford Rd., Cumberland, Md. 21502.

PULLMAN CAR ***Robert E. Lee,*** used on Southern's ***Crescent Limited*** in early 1930s, is now on display at Bear Creek Jct. R.R. at Topton, N.C.—O.W. Brooks, retired railroader, P.O. Box 165, Emporium, Pa. 15834.

INFO WANTED on Illinois Central wreck in area of Chatsworth, Ill., during the last century. I understand entire train was destroyed when blazing trestle collapsed. Were all passengers killed?—Walt Sylvester, 100 Hyde Park Ave., Billwood, Ill. 60104.

THOMAS EDISON'S railroad employment was on the Chicago, Detroit & Canada Grand Trunk Junction, which was opened Nov. 21, 1859.—Graydon Meints, 5220 Texas Dr., Kalamazoo, Mich. 49009.

RE QUERY about world's first train-ferry built for operation: Robert Grainger designed it. Robert Napier & Sons built it in 1849 on the Clyde River in England. I'm retired from the Wabash having worked for them from March, 1909 to Dec., 1956.—C.I. ("Scotty") Taylor, Moberly, Mo.

RULEBOOK'S LAST TRIP

By John Paul Mills

NUMBER 52 shot down the tracks, her headlight illuminating two straight ribbons of steel. Though John Ross, her crochety engineer, was staring intently at the rails, he saw nothing there. His vivid memories crowded out everything else. For on night runs like this he was haunted by the fear of his growing uselessness.

had come to the Central Division of the Baton Rouge & Northern during a strike on an Eastern road. His record as an engineer was good then, and the following years had done nothing to spoil it. However, everyone knew that the management had not given him the rocking-chair because the country was then engaged in war. Ross was aging and a bit erratic. He sensed this, but resented men wanting him to retire. The consciousness of their talk often made him short-tempered, for he realized that what they said might be true.

Descending a grade, Ross saw the town of Tipton below. He turned from his thoughts to get the signal. His fireman, Roy McQuade, was on the lookout too. A moment later McQuade shouted "Red board!" Ross touched the air to cut the speed and dimmed his headlight. The head brakeman, Jim Clung, dropped to the gangway to pick up the orders, returning a moment later and handing them to Ross. The engineer read the orders thoughtfully.

"That's no good!" He swore as he grabbed the throttle and closed it. Then he reduced the air rapidly to bring the train to a full stop. He continued to stare at the orders until, suddenly whistling out a flag, he threw his engine into reverse. With three short toots of warning, he started back.

The other two men in the cab watched him curiously, and then exchanged looks. Someone was going to get hell. When the train stopped with the engine before the station, Ross dropped stiffly from his seat. He crossed the cab and down the steps quickly, holding the flimsy in his hand. In the light of the cab, his eyes blazed, his face was lined with wrinkles.

Framed in the office window stood the young operator. His eyes took on a worried look as the rotund form of the engineer approached, and by the time Ross stamped to the door the brass pounder's face could not conceal his fright. Though Rulebook had seen this expression before, it affected him strangely now. Removing his cap, he ran his fingers through his white hair and said nothing. Something swept him back to the time he had started out as a telegraph operator himself.

"Hello there, Bud!" he greeted amiably. "I wonder did you leave off the trainmaster's initials from this flimsy on orders or by accident?"

While the youth was struggling to find words, McQuade and the head brakeman, peering from the fireman's window, were prepared for the usual rulebook tirade. They were surprised at the absence of the arm-waving and curses.

"I guess I forgot to put them on," said the op. "This is my first night."

"What's your name?" asked Ross, with an understanding grin. "I can't make it out on this order."

"Thad Martin."

"Well, Thad, if you weren't instructed to leave them off," Ross stopped in momentarily amazement at his own reluctance to hurt the boy, "we'll just put them on."

Taking a pencil from the pocket of his jumper, he stepped to a window, and spreading out the order wrote on the bottom, "R.C."

"Now," he said turning to the brass pounder, "the conductor didn't get his yet. You have it there in the hoops, so before you hand it up write those initials on it."

He watched while Thad picked up the hoop, then headed for the calling back. "Don't report us stopped."

PUFFING from the exertion of climbing steps, Ross handed the orders again to McQuade and called in the flag. Far out of the window he got the highball from the rear end, where he saw the marker light glaring like a red eye in the darkness. The train got under way, and was soon rolling. All this while the aged engineer could feel the eyes of the other two upon him.

His own glance was fastened on the rails ahead. There was no answer he knew to their unspoken question of why he had acted that way. Being gentle was far from his usual manner and he himself wondered until he recalled for the second time that night his own first train order, and the memory made him smile.

Nothing else unusual occurred during the trip. With a sigh of relief, Ross turned his engine over to the hostler at Cromwell terminal. This run seemed to have tired him more than he had realized, for when he crawled from the cab a sharp pain shot down his back.

"Damn that rocking-chair!" he exclaimed savagely, stumbling over a tie end on his way to the roundhouse. "I wish I was young again like that kid op."

The following night as he passed through Tipton, he saw Thad standing at the office windows, and waved to him. Feeling somewhat sheepish, he glanced over to see if McQuade had observed him, but the fireman was fooling with the injector and wasn't watching.

As they sped on, Rulebook's wonder grew. It was strange that for the first time in months he didn't hold a grudge against an operator who had stopped him. Maybe, he thought, "Horse-Face" Glass is right; I'm getting senile. But then the guy had just been furious because he'd run against Number 10 on short time and had to run out a flag, for Glass was conductor of that train. Damn him anyway, Rulebook thought. He's as old as I and should be retired. Then the engineer stopped short. Opening up the throttle, he drove steadily ahead.

At Council Grove the following evening, the caller found Ross at the hotel, and had him sign the little black book for an extra east. Number 52 was to go out ahead of schedule. While he'd slept a Kansas gully-washer had begun, and as he made his way to the roundhouse the rain was still falling heavily.

Clung and McQuade were in the cab already when he climbed in. The shack got off, lined the switch, and they pulled down into the yard to couple onto their train. Ross lighted the torch and, taking his long-spouted oilcan, dropped down to oil around while waiting air inspection. Back in the cab, he whistled for the air. Then, getting the signal from his conductor, Pete Wallace, he eased out onto the main iron when Clung threw the switch. The headlight hardly penetrated the downpour. It was so dark that the flagman had to throw up a fusee when he closed the switch.

The train rode out easily in spite of the slippery track. After topping the hill at Kremlin, a blind siding between Council Grove and Tipton, the runner glanced at his watch and decided they could make Tipton for Number 10. He checked the steam gage and water glass, and leaned back to let her roll.

Sensing the even throb and pounding, his mind went back to a scene he'd had with his wife the night before. It was as though she, too, had joined the conspiracy to force him out of his job. Her argument was that because they had so few years left, they should spend them closer together; but John Ross knew she thought him too old for work. When he'd objected to becoming useless, she'd said everyone knew he should have been retired long ago. He tried to forget her words, but it was as though everything and everyone reminded him of time and his age.

A terrific jolt as they crossed a trestle snapped him from his reverie. He looked over at McQuade; the fireman seemed tense. Clung, sitting on the brakeman's seat, was hidden from his view, but said. "Bad swing on that trestle."

The engineer nodded. At Tipton it was difficult to locate the light on the west switch. The brakeman swung down, cursing the steady rain.

"Red board!" called McQude as they neared the depot. Letting the engine move at a moderate speed, Ross got up and strode across the cab. Thad Martin could be seen standing inside staring toward the east, evidently watching for Number 10. Glancing back, Ross saw the westbound signal was red. There were undoubtedly orders for Number 10, which was quite unusual at a way station.

Crossing back to look at the rear, the engineer decided they must be about clear of the mainline now, so he stopped the train. In a moment or two, he got a signal and saw someone coming along the track with a lantern. Turning out the headlight,he stepped down the gangway just as Clung crawled through the storm curtains. The brakeman was soaked.

"You better dry out," said Ross on sudden impulse, as he watched rain drip from him. "I'll go see what's on that board."

Lighting the torch, he slid down to the cinders just as Number 10's headlight pierced the darkness. The passenger came to a stop suddenly, and Ross had to go around it to get to the station platform. Reaching there, he started through the waiting-room when the sound of loud cursing came to him. The engineer stepped back to the bay window and looked inside.

Horse-Face Glass was stomping up and down the room, using his lungs to capacity to call heaven to witness the stupidity of the operator. He acts like a madman, thought Ross.

Thad Martin, standing near the telegraph table, stared at the raging conductor. The boy's face was pale. The utter senselessness of it angered Ross. His lips tightened as he strode toward the office to take a hand in the row.

"What's eating you now, Horse-Face?" he demanded coldly, stopping in front of the startled conductor.

Glass waved his hands in desperation. "This dumbbell has a 31 order for me and just because his phone is down and the wires open he won't clear me. The rules say for him to clear me," he angrily. "But just what the hell can *you* do about it, you old fossil?"

LOOKING disgustedly at Glass, the engineer set his torch on the floor and picked up the phone receiver. The line sounded like a coarse tile on a tin tub.

"Wires all open?" he asked the shaken Thad.

The boy nodded. Ross then looked at the switchboard on the wall. Two wires were cut in; two weren't. Going up to the board, he shifted cut-in plugs until a sounder came to life.

"That wire's all right." he said.

Ignoring Glass, he dropped into the chair that stood by the table and reached over to open the circuit. He himself was puzzled that his hand had not lost its touch.

"What's your office call?"

"FN," came the answer.

Ross hammered the key a moment or two, then pulled the 31 order form that lay on the table toward him.

"There's your complete," he said, writing in the form, and handing it to Thad. "Give him that order and a clearance, and get him going."

The conductor was bug-eyed. He swept his uniform cap from his head and ran nervous fingers through the thinning hair.

"Hell, Rulebook, I didn't know you were an operator."

Heavy foosteps sounded outside and came through the waiting-room. In a moment conductor Wallace was in the room.

"There's a whole lot of things you don't know!" he remarked acidly. "And I've been outside watching what's been going on here. So if you've sense you'll take those flimsies now and get the hell out of here."

Glass snatched the papers from Thad and hurried through the doorway. Wallace watched him go before turning to look at the others. Ross stood at the table filling ut a clearance. When Thad had signed it, the fireman spoke.

"All set, John?" he asked as he picked up the torch.

Rulebook nodded and headed for the door. The conductor followed, marvelling how he'd never noticed his engineer's feebleness before. Ross didn't know Wallace was watching him, as he stood waiting for Number 10 to pull out. He only saw Thad inside straightening his telegraph table. Suddenly he felt terribly tired and old; he shook his head resignedly. Wallace saw this but evidently didn't understand.

They crossed to the engine together. McQuade dropped his scoop when he saw John Ross's face. The hogger was stopped by his fireman's look.

"This is my last trip, Mac," he announced, and turned away.

His glance passed regretfully over the steam gage and water glass as he steadied himself. Then he placed his hand on the throttle and climbed up on his seat.

"They're right," he said. "I *am* too old. All I want now is the rocking-chair."

With the shrill blast of the whistle and the noise of the drivers, he didn't hear McQuade's remark. The fireman's head was turned to the rear anyway, so it didn't carry. Maybe he was watching for a signal; maybe he was just reminiscent What he muttered sounded like "Hell" and a few terms more descriptive.

Edmonton Transit 1008 rolls on North America's newest light rail transit line in Edmonton, Alberta, that opened last April, No. 1008, one of 14 articulated cars, was built by Duwag in Germany.
Edmonton Transit

STEVE MAGUIRE'S

TRANSIT TOPICS

NORTH AMERICA's newest light rail transit line is well patronized and making a lot of people happy. This Canadian service was officially opened last April 22nd at Edmonton, Alberta, with full operation beginning the next day on the 4½-mile route from downtown in a northeasterly direction to Belvidere, one of its five stations. The 14 new articulated cars that carry its passengers at speeds up to 50 miles per hour were built by Duwag in Duesseldorf, Germany, based upon the U2 design successfully used for years in Frankfort and elsewhere in subway-surface operation. However, the Edmonton cars have only loading platforms, no rear entrance or exit.

Edmonton's first trolley operation, in 1908, was the Radial Railway, North America's northernmost electric rail system, which lasted until buses replaced it in 1951. Today, Edmonton is the only city on the continent with a population of less than one million to have the advantage of light rail transit; but another Alberta city, Calgary, is building one which also will operate Duwag U2-type cars. The Calgary line will use downtown streets in a turnaround loop to cut construction costs and may be opened in a few months.

Elsewhere in Canada, C. Bacque of Toronto writes: 'As one of thousands of Metro Toronto high school students who ride the TTC every day, I am privileged to be able to travel at a reduced fare, and I can appreciate the need to enforce restrictions. However, a subway station operator recently refused to make change for me, saying, 'We don't give change on student fares.'

"I find this unbelievable. The fact that I am a student is no basis for the Transit Commission to refuse me change—especially when they demand exact change for their fares! Change can be had by any other paying customer—why not the students?"

A GOOD EXAMPLE of inadequate planning appears in *Notes,* issued monthly by the Committee for Better Transit, P.O. Box 3106, Long Island City, N.Y. 11103. This report cites the problems faced by one of its members who decided at midday to drive to a railroad station and take the train to New York City, rather than motor all the way in from his South Plainfield, N.J., location.

First he drove to the nearby Metuchen station. Not finding a parking space, he proceeded up the line to Metropark. As he and about a half dozen others were circling the lot looking for parking spaces (in vain), the train pulled in and left. Fortunately, our traveler had allowed for such a contingency. He hopped on the Garden State Parkway to the Roselle Park station, hoping to intercept another train. Here again, no parking. So, back on the Parkway to

I-78 to the New Jersey Turnpike to the North Bergen Park & Ride, where he found a space and took a bus to New York. A subway back to the Penn Station area (where the meeting was to be held and the train would have brought him) got him to the meeting with five minutes to spare.

A few weeks later, this same traveler had to go into Newark, N.J., for the afternoon. This time he drove to Dunellen, N.J., only to find that the only two spaces not occupied by cars were covered by snow banks. As usual, no long-term parking was allowed on the adjacent streets, so he gave up and drove into Newark.

These two trips cost his employer about $15 in unnecessary travel and parking expenses, besides costing the state about $6 in lost transit revenues. Energy waste, air pollution, and other secondary costs cannot even be measured. When the large number of such unnecessary auto trips is considered, the cost to both New Jersey business and the state must be great.

A GRANT of $950,288 to help finance the preliminary engineering, design, and environmental impact of a 2.3-mile Downtown People Mover in Detroit is announced by U.S. Secretary of Transportation Brock Adams. This will consist of driverless vehicles operating on their own right-of-way, sometimes called a horizontal elevator.

MEXICO CITY subway, one of the world's newest, is already being extended. Within three years, it is planned to double the present size to cover 50 miles and raise its capacity from the current two million passengers to five million. Cutting down the number of surface vehicles by extending the subway system will help control the city's air pollution and traffic congestion.

CORRECTION. Photo of San Francisco Municipal Railway's Elkton Shops in our May '78 department was made by Granville L. Berliner, a Muni streetcar motorman, 101 Valmar Terr., San Francisco, reports Harry C. Anderson, producer of "In Transit," living at the same address.

WANTED: A copy of *Interurban News Letter,* Vol. 1, No. 1, to complete the files of *Interurbans* series originally begun by the late Ira Swett. This request comes from present producers of the *Interurbans* series, Mac Sebree and Jim Walker. Anyone who'll provide that issue to be copied for the record—and possibly reissued for all to enjoy—will be given a free copy of any available *Interurbans* publication. Contact Mac or Jim at P.O. Box 6444, Glendale, Calif. 91205.

THE EDITOR of *Trolley Coach News* needs material for use in a new trolleybus history from 1882 to 1930. Photos, trade-magazine articles, early manufacturers' ads, etc., will be returned promptly. So says Harry R. Porter, 1042 Bardstown Rd., Louisville, Ky. 40204. He'll pay postage.

ANOTHER BOSTON trolley line is now all LRV. Beacon Street saw its last old PCC at the end of May, reports Norton Clark of Newton Highlands, Mass. He reports MBTA is now scrapping the all-electric PCC's, replaced by LRV's. The ex-Dallas double-ended PCC's are now stored for scrapping.

In the Chicago Area

CHICAGO AREA transit officials are considering long-range extensions of the Dan Ryan line to make it easier for riders to go from one suburban point to another, similar to the old crosstown trolley lines of years ago. The Chicago commuter rail system was built like spokes of a wheel radiating from downtown. So if a commuter wants to travel between two nearby suburbs on different rail lines he must go into Chicago to change trains. The proposed system would enable him to transfer in the suburbs.

The plan would fork the Dan Ryan from its present 95th Street terminus. One prong would extend 2.1 miles in the median strip of Calumet Expressway as far south as 103rd Street. The other would run 4½ miles west down the median strip of Interstate 57 to the city limits at 119th Street, possibly even farther to Blue Island.

We learn from Steve Scalzo of Park Forest, Ill., and O. Bathurst, Napoleon, Ohio, that these plans are contingent on 80 percent matching funds granted by the Federal Government. In any event, it is not likely that work would be done on such a project until the 1980s. Chicago Regional Transit Authority's top priority is money to extend the Milwaukee Avenue line to O'Hare Airport. This off-again, on-again project now appears to be acceptable for federal funds. The 7.4 mile line between Jefferson Park station and O'Hare will cost an estimated $152 million. UMTA will give $120 million this year, and possibly in the future additional grants to finish the job. This could drain off the funds for suburban area projects now on the drawing boards.

CENTRAL ELECTRIC Railfans' Association recently celebrated its 40th anniversary. Samuel Insull, Jr., guest speaker at the banquet described the Insull family's acquisition of the Chicago South Shore & South Bend and the Indiana Railroad's formative days. The program included movies taken in 1927 of operations of the recently-modernized CSS&SB and scenes in Chicago. These films, made by Charles E. Keevil, were shown by CERA's president, Walter R. Keevil.

Frank Butts described the initial meeting of what eventually became the CERA, in his apartment in Chicago's Woodlawn district. George Krambles, now general manager of Chicago Transit Authority, dug into CERA history and what many of its members have contributed to the CTA and mass transit in general. George also screened his color movies of the Indiana Railroad, shot in 1937 and 1938.

Reprieve for South Shore

THE SOUTH SHORE will continue to operate at least through the end of this year. Transportation officials in Indiana and the Chicago South Shore & South Bend management signed the agreement,

One of new fourp-car Edmonton Transit trains at speed. Train is shown passing the stadium team. home of Canadian Football League's Edmonton

which was good news for residents of Chicago and cities along Lake Michigan's southern shore. After months of local political infighting and negotiations, the Northwestern Indiana Commuter Transportation District, a state agency created to oversee public aid for the South Shore, agreed to provide almost $2 million to cover passenger losses. The contract includes South Shore's promise not to renew its unsuccessful effort in 1976 to end passenger service.

Chicago and Indiana citizens who appreciate the railroad's environmental and transportation value have been trying for years to save the CSS&SB. After a study done by the governor's office showed that the continuation and improvement of South Shore service was essential and most effective for the area, the state of Indiana provided $3.6 million to match local and U.S. money for capital improvements.

Meanwhile, a grant allocating local and federal funds to renovate the system is pending with the Department of Transportation. Upon its approval, new cars, similar to the *Silverliner* operating in the Philadelphia and New Jersey areas, will be purchased and improvements will be made on the power distribution system and the maintenance facilities at Michigan City. Long-range improvements sponsored by the NICTD include new station facilities, parking lots, and elimination of many grade crossings to speed up service.

Gala Trolley Rides

HAVE YOU EVER been served wine on a streetcar? Or pretzels? If yes, you must have visited Frankfurt-on-the-Main in West Germany, according to Robert Milne in the New York *Daily News*, because that's the only place where such goings-on go on. Frankfurt still has trolley cars that look pleasingly antique, like the cable cars of San Francisco. It may be keeping its trolleys for the same reason the cable cars are preserved—nostalgia—because Frankfurt has been investing its transit money in a new subway.

A few of these old trolleys have been decorated with colors more brilliant than the graffiti on New York's subways—and *voila!* A streetcar is transformed into an excursion dreamboat!

On Saturdays and Sundays, all year long, you can step aboard one of these colorful cars at any of the 18 stops along its route. Loud and lively music will be booming from loudspeakers and you'll likely find yourself among roistering excursionists.

Trolley Museum News

FIFTEEN-TON traveling overhead crane, built in Niles Co. in 1906, has been acquired by Orange Empire Railway Museum at Perris, California. The crane was discovered when Museum member Mike De Ghetto wandered into the former Los Angeles Railway machine shop at 53rd and Avalon during lunch hour. There he spotted a large plate reading "Niles 15 Ton Crane." With other OERM members, the crane was checked and found to be in good condition and complete. It had not suffered from weather, having been under cover since its installation.

The crane—a bridge-like unit with a span of 28 feet—travels along a craneway 120 feet long. A hoist carriage moves along the top of the bridge, or crosswise to the long craneway, operated from a control cab suspended from a bridge girder. Noting that the whole crane was bolted together and not riveted or welded, the OERM contacted the owners, who agreed to give it to the Museum if it were removed at no cost to them. This has been done.

The parts and pieces are at Perris, awaiting construction of a new shop building, whose size will be determined by the bulk of the overhead crane to be installed in it. This will be a great help in lifting streetcar ends, motors, and other heavy items. OERM contacted the successor company to Niles for data on the unit. The company found a pile of prints and parts data was obtained—after a period of over 70 years!

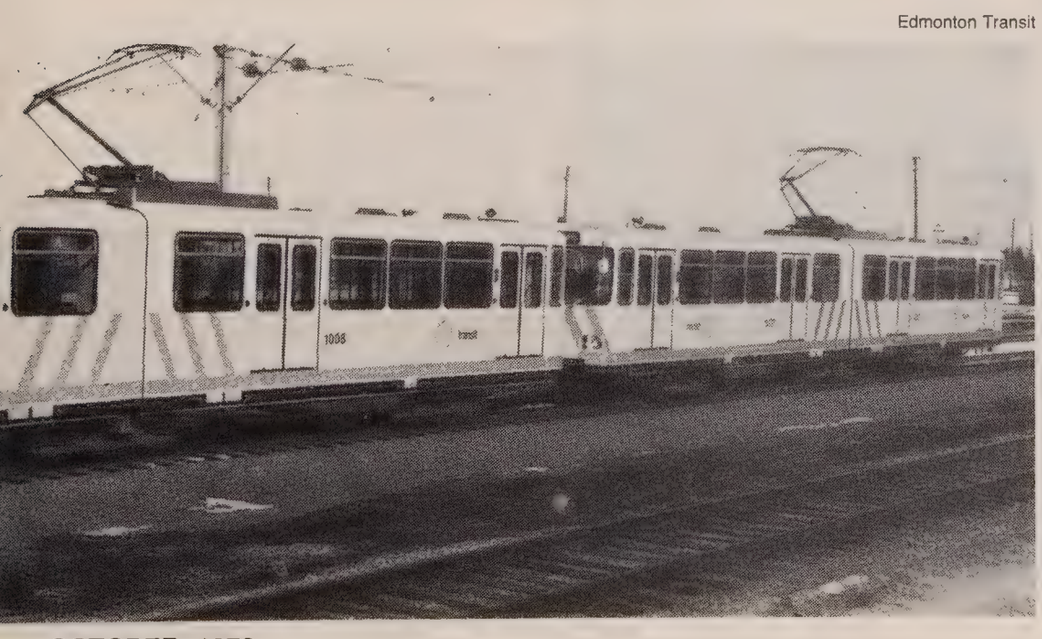
THE TROLLEY MUSEUM of the Connecticut Electric Railway Assn. at Warehouse Point, Conn., has an ingenious method of getting new ties—fabricating them from their own trees! This operating setup runs along the former right-of-way of the Hartford & Springfield Ry. Although its trackage is now only 1½ miles, the line is slowly being pushed eastward toward Broad Brook Village, 1½ miles farther, along the abandoned route now grown back into forest.

With new ties costing more than $15 each and used ones so much in demand by landscapers that they bring 6 or 8 dollars each, the Museum decided to make ties from trees felled during the course of extending their track. In past years fallen trees were cut up from firewood, but no more. Now they are sawed into tie lengths, usually 8 ft. 6 in., but sometimes longer for switch timbers. The ties are then stacked for storage. When a truckload accumulates, they are taken to a nearby sawmill, trimmed to size, brought back to the Museum, and stored under cover to season for a year or so. No trees are cut down just to make ties.

The Warehouse Point Museum has added two cars to its roster: Boston MTA 3003, one of the first PCC's in the Hub City, and the line-car formerly used on the Niagara Junction Ry. at Niagara Falls, N.Y.

HALTON COUNTY Radial Railway Museum at Rockwood, Ont., Canada, has obtained two former passenger cars from the Toronto Transit Commission. Both are 4-wheelers built by Preston between 1915 and 1917. They had been taken out of service in the 1930s and eventually became railgrinders W-28 and RT-7. A two-car PCC grinding-train has replaced them. TTC allowed the Museum to take the cars to save the cost of hiring a contractor to scrap and remove them from its property, as had been done with similar equipment in the past. This Museum recently disposed of the deteriorated body of former TTC 2806 so it could serve as a restaurant inside a building at the McCaul Street trolley loop in Toronto. Its trucks are to be used under former Hamilton St. Ry. car 521, now under restoration.

Edmonton Transit



Edmonton Transit

Typical broad platform of Edmonton Transit at Stadium Station is characteristic of usual expanded platforms used by transit lines for big stadiums.

Interior view of the handsome new German-built Duwag U2-type light rail cars now in service on Edmonton Transit operating in western Canada.

THE BALTIMORE STREETCAR MUSEUM, located downtown, has built a visitors' center adjacent to its car barn, for tourists and passengers. The line, which runs on former Maryland & Pennsylvania right-of-way, is a mile long. Until this year, it had no loops at either end of track, necessitating an awkward back-up operation for its single-ended cars. This is all changed now. Loops have been built at each end of the line, resulting in a much smoother flow of traffic.

BSM now owns 12 cars, most of them historic vintage covering the span of years from horsecars to PCC's. Its newest addition is a two-man Brill semi-convertible identical with one of the Baltimore designs missing from the collection. It was built in 1917 as part of order for Baltimore, Md., and Newport News, Va. The well-preserved body of Newport News & Hampton car 390 was discovered and purchased for the Museum, and now awaits restoration.

BSM has produced a 34-page brochure, *The Story of the Baltimore Streetcar Museum,* history, photos, maps, and a roster. The Museum, P.O. Box 7184, Baltimore, Md. 21218, sells it for $1.50.

New Transit Publications

Trolley Talk, Vol. 5, covering issues 81-100, originally published from Oct. '70 to Dec. '73, with 170 pages, 8½x11″, and soft covers, cost $10.95 postpaid from Wagner Car Co., 59 Euclid Ave., Wyoming, Ohio 45215 (Ohio residents add tax). Although these issues are aimed primarily for trolley modelers, at least half of their contents contains history, photos, maps, and drawings of interest to traction fans in general. This volume includes articles on the Atlantic City interurban and city system, Baltimore, Cincinnati, Boston, L.A., etc., and data on Master-units, PCC cars, and PST bullet cars—an extraordinary lot of good material, profusely illustrated.

Trolley Trails Through the West, Vol. 2 is a 10-page narrative-style booklet recalling the days of streetcars and interurbans in Seattle, Wash., in the 1920s and 1930s, during the "golden" years when the author, Robert S. Wilson, was a young trolley fan in the area. The 8½x11″ brochure is staple-bound and includes some photos, reproduced as well as can be done in an offset publication. Price is $3 from Wilson Bros. Publications, P.O. Box 712, Yakima, Wash. 98907. (Vol. 1 covered the Yakima Valley line. Already sold out, a new edition is in preparation.)

CONTINUE SENDING transit news and transit books for review to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. Thank you. ●

SHORT LINE ROSTERS

Compiled by Sy Reich

For our rosters, a short line railroad is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive;General Electric Co.; FM, Fairbanks Morse; GMD, General Motors Diesel Ltd.; MCGE, Montreal Locomotive Works-Canadian General Electric; Alco Pr., Alco Products; Alco, American Locomotive Co.

Road Numbers	HP	Builder	Builder's Model	Wheel Armgt	Tractive Effort	Weight	Date	Tractive Effort
Greenwich & Johnsonville Railway								
RS-15	4116	1600	Alco-GE	RS-3	B-B	53,000	248,100	1952
	1							
Effective date: Oct. 1977. Source of information: Delaware & Hudson. Units on present roster: 4116								
(1) 4116 was originally Delaware & Hudson 4116, then G&J 4116.								
Hagerstown & Frederick Railway (Abandoned April 26, 1961)								
1	550	Whitcomb	65DE-19A	B-B	32,500	130,000	1944	1
2	560	Whitcomb	65DE-19A	B-B	32,500	130,000	1944	2
Effective date: Oct. 1977. Sources of information: Potomac Edison Co., George R. Silcott. No units on present roster.								
(1) 1 was originally U.S. Army 8120, then Union Railroad 406, then Tippins Machine Co. 406, then H&F 1 (1955), then Potomac Edison 1, then sold to Hershey Chocolate Co. (1958), sent to Cuba, Cuban Government confiscated it after the revolution.								
(2) 2 was originally USA 8122, then URR 209, then Tippins Machine Co. 409, then H&F 2 (1955), then Potomac Edison 2, then sold to George R. Silcott, renumbered 2 (1961); then sold to American Aggregates.								
Hampton & Branchville Railroad								
42-43	400	GE	44 ton	B-B	22,000	88,000	1951	1
70	600	GE	70 ton	B-B	41,280	137,000	1951	
80-81	640	GE	UGE	B-B	52,800	176,000	1961	
120	1000	GM-EMD	SW1000	B-B	63,870	259,127	1967	
Effective date: 1977. Sources of information: George R. Silcott, New Haven Trap Rock Co., Alexander RR. Units on present roster: 70, 80-81, 120.								
(1) 42 sold to Alexander RR., renumbered 3 (8/61). 43 sold to George R. Silcott and Michael Schiavone & Sons, Inc., renumbered 43; then sold to New Haven Trap Rock Co., renumbered Branford Steam Railroad 6, then 7356.								
Hannibal Connecting Railroad (Abandoned January 31, 1966)								
601	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	1
602	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	1
603	660	Alco-GE	S1	B-B	49,500	198,000	1940	2
604	660	Alco-GE	S1	B-B	49,500	198,000	1942	3
Effective date: Oct. 1977. Sources of information: HC, Bessemer & Lake Erie. No units on present roster:								
(1) 601-602 were originally U.S. Army 8141, 8402; then HC 601-602. Both rebuilt to 70-tonners (5/47).								
(2) 603 was originally Newburgh & South Shore 602, then HC 603, then U.S. Steel 84 (1966).								
(3) 604 was originally N&SS 607, then HC 604, then U.S. Steel 85 (1966).								
Harlem Transfer (Now Abandoned)								
2	300	AGEIR	Box-Cab	B-B	30,000	120,000	1926	1
53	380	GE	44-ton	B-B	26,400	89,000	1948	2
Effective date: Nov. 1977. Sources of information: Erie Lackawanna, Martin Marietta Aggregates. No units on present roster.								
(1) 2 was ordered as Delaware, Lacakwanna & Western 3002, became HT 2, retired (2/62), scrapped (11/62).								
(2) 53 was originally DL&W 53, then HT 53, then EL 53, then sold to Weston & Brooker Crushed Stone, renumbered 53 (1968); then sold to Martin-Marietta Aggregates, renumbered 18562, then renumbered 14.								
Hartford & Slocomb Railroad								
1	660	Alco-GE	S1	B-B	?	?	1942	1
257	1000	Alco-GE	RS-1	B-B	72,400	251,000	1949	2
Effective date: Nov. 1977. Sources of information: H&S, Chicago & Western Indiana. Units on present roster: 1, 257.								
(1) 1 was originally Inland Waterways 1, then H&S 1.								
(2) 257 was originally Chicago & Western Indiana 257, then Precision National 257, then H&S 257 (5/71).								

Hartwell Railway

1	300	GE	45-ton	B-B	22,500	90,000	1941	1
2	400	GE	44-ton	B-B	22,000	88,000	1950	
5	380	GE	44-ton	B-B	22,000	88,000	1942	2

Effective date: Nov. 1977. Source of information: Hartwell Ry. Units on present roster: 2, 5.

(1) 1 was originally U.S. Maritime Commission 2559, then North Carolina Shipbuilding 3000, then Hartwell 1, then sold to Pan American Engineering.
(2) 5 was originally New York, Ontario & Western 104; then F.M. Judge Co. 104, then Great Northern Paper 5 (1952), then Hartwell 5 (10/67).

Helena & Northwestern Railway
(Abandoned November 2, 1951)

70	600	GE	70-ton	B-B	35,000	140,000	1950	1

Effective date: Aug. 25, 1977. Source of information: Mississippi Export Railroad. No units on present roster.

(1) 70 sold to the Mississippi Export, renumbered 49 (12/51); then sold to the St. Johnsbury & Lamoille County and probably used for spare parts (7/63).

Helena Southwestern Railroad

300	380	GE	44-ton	B-B	22,000	88,000	1948	

Effective date: March 8, 1971. Source of information: Helena Southwestern. Unit on present roster: No. 300.

High Point, Thomasville & Denton Railroad

101	400	GE	44-ton	B-B	26,700	88,000	1944	1
201-203	600	GE	70-ton	B-B	41,700	137,600	1947	2

Effective date: Oct. 19, 1977. Sources of information: HPT&D, Superior Stone Co., Laurinburg & Southern. No units on present roster.

(1) 101 retired (4/48), sold to Exporting and Importing Co. (9/48), then to Pacific Portland Cement (12/48).
(2) 201 sold to Superior Stone Co. 202 sold to the Laurinburg & Southern, renumbered 105 (10/28/68). 203 sold to Superior Stone Co. (10/24/68).

Hillsboro & North Eastern Railway

5	250	Plymouth	WLG Type 3	C	17,500	70,000	1933	
6	390	Davenport	45 ton	B-B	22,500	90,000	1942	1

Effective date: Nov. 1977. Units on present roster: 5-6
(1) 6 was originally U.S. Army 7220, then H&NE 6 (5/47).

Hillsdale County Railway

1600	1500	GM-EMD	GP7	B-B	?	?	1950	1
1976	1000	GM-EMD	NW2	B-B	?	?	1947	2

Effective date: Sept. 1, 1977. Source of information: Hillsdale County Ry. Units on present roster: 1600, 1976.

(1) 1600 was originally Wabash 450, then Norfolk & Western 3450, then Naporano Iron & Metal 1600, then leased to Hillsdale County as HC 1600. Rebuilt by the Illinois Central Gulf to 1600 hp (1974) and named Capt. Moses Allen.
(2) 1976 was originally Reading 101, then Precision National 1976, then leased to the Hillsdale County as HC 1976 and named Chief Baw Beese.

Hoboken Shore Railroad
(Abandoned October 22, 1976)

700	380	GE	44-ton	B-B	26,400	88,000	1947	1
701	380	GE	44-ton	B-B	26,400	88,000	1947	1

Effective date: Nov. 1977. Source of information: Hoboken Shore RR. No units on present roster.

(1) 700-701 were sold to the New Hope & Ivyland, renumbered 400-401. NH&I 401 sold to the Adirondack Railroad, renumbered 107.

Hollis & Eastern Railroad

100	600	GE	80-ton	B-B	48,000	160,000	1942	1

Effective date: Nov. 3, 1977. Source of information: H&E. Unit on present roster: No. 100.

(1) 100 was originally U.S. Army 7204, then Texas Tank Car Works, no number, then H&E 100 (1973).

Hoosac Tunnel & Wilmington Railroad
(Abandoned October 13, 1971)

15	380	GE	44-ton	B-B	22,000	88,000	1943	1
16	380	GE	44-ton	B-B	22,000	88,000	1942	2
18	380	GE	44-ton	B-B	22,000	88,000	1940	3
20	600	GE	70-ton	B-B	35,000	140,000	1948	4
23	600	GE	70-ton	B-B	35,000	140,000	1946	5
32	380	GE	44-ton	B-B	26,400	89,000	1948	6

Effective date: Nov. 1977. Sources of information: HT&W, Raymond International, Arcade & Attica, Erie Lackawanna, George R. Silcott, South Brooklyn, Laurinburg & Southern, Claremont & Concord. No units on presemt roster.

(1) 15 was originally Denver & Rio Grande Western 43, then HT&W 15, then Saratoga & Schuylerville 15, then Claremont & Concord 15, then Raymond International 4402, then A.G. Robur ? (1964). Robur probably sold this unit for scrap.
(2) 16 was originally D&RGW 39, then Sanford & Eastern 14 (1st) (6/49), then HT&W 16, then C&C 16, then George R. Silcott 16, then Industrial Development Board of the City of Stevenson AL.
(3) 18 was originally Boston & Maine 112, then HT&W 18 (11/60), then C&C 18 (1961).
(4) 20 was originally Barre &Chelsea 15, then Montpelier & Barre 20 (12/56), then HT&W 20 (1962), then Frankfort & Cincinnati 20 (4/62), then Laurinburg & Southern '76 (8/76). It was lettered for the M&B when operated by the HT&W and F&C.
(5) 23 was originally S&S 11, then C&C 11 (11/54), then M&B 23 (1957), then HT&W 23, then Southern Brooklyn 13 (1961), then New York City Transit Authority 20009, then SBK 13 (1966).
(6) 32 was originally DL&W 51, then EL 51, then HT&W 32, then Montpelier & Barre 32.

Houston Belt & Terminal Railway

10	600	GM-EMD	SW1	B-B	49,075	196,300	1940	1
11-12	1000	Alco-GE	S2	B-B	69,000	230,000	1943	2
13	1000	Alco-GE	S2	B-B	69,000	230,000	1944	3
14-15	1000	Alco-GE	S2	B-B	69,000	230,000	1945	4
16	1000	Alco-GE	S2	B-B	69,000	230,000	1946	3
17	1000	Alco-GE	S2	B-B	69,000	230,000	1946	5
18-19	1000	Alco-GE	S2	B-B	69,000	230,000	1948	3
20-21	1000	Alco-GE	S4	B-B	69,000	230,000	1951	7
22-31	1200	GM-EMD	SW9	B-B	60,910	243,640	1951	
32	1600	BLHW	AS616	C-C	98,970	329,900	1952	6
33-37	1200	GM-EMD	SW1200	B-B	63,288	256,060	1966	
40-42	1000	GM-EMD	SW1000	B-B	62,586	255,630	1968	
50-52	1500	GM-EMD	SW1500	B-B	61,540	251,646	1969	
53-54	1500	GM-EMD	SW1500	B-B	?	?	1971	
55	1500	GM-EMD	SW1500	B-B	?	?	1971	

Effective date: Nov. 1977. Sources of information: HB&T, Equity Export. Units on present roster: 22-31, 33-37, 40-42, 50-55.

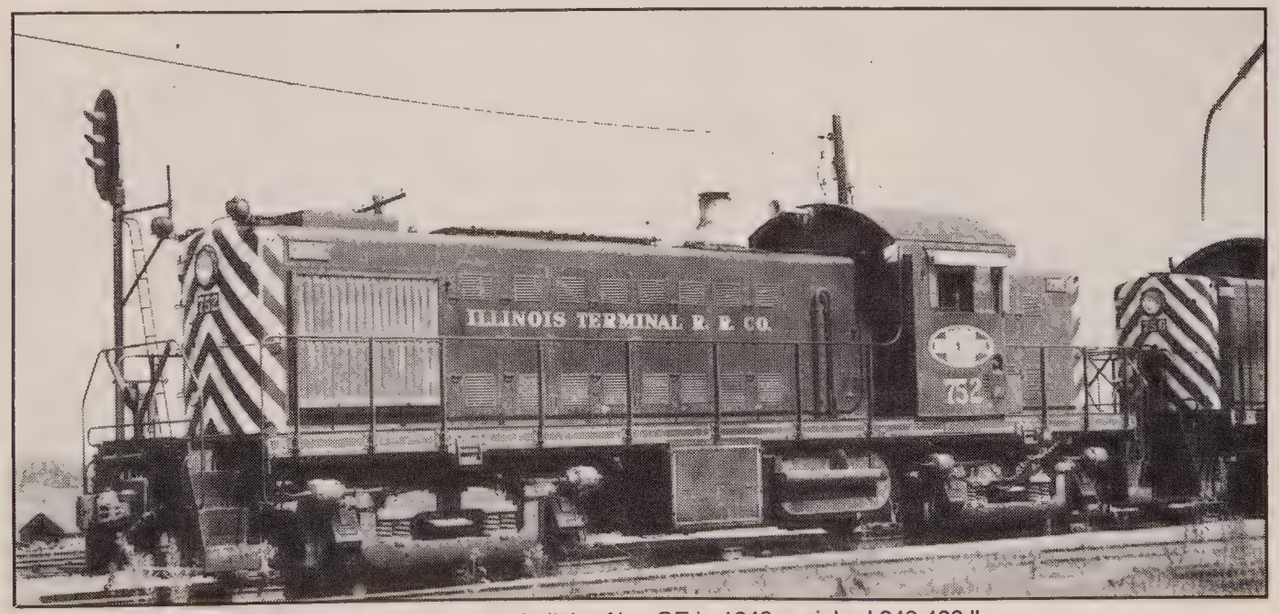
(1) 10 sold to GM-EMD in trade for new power (1966).
(2) 11 scrapped. 12 sold to Proler Steel Co., renumbered 88.
(3) 13, 16, 18-19 sold to Texas Central, renumbered 2, 1, 4, 3 (7/68, 11/67, 1/70, 1/70 respectively.)
(4) 14-15 sold to Equity Export, now known as Union Equity Cooperative Exchange, renumbered 97-98 (3/7/66, 6/21/66).
(5) 17 sold to Proctor & Gamble, renumbered 4 (11/67); then sold to Bucyrus-Erie Co., no number assigned (1975).
(6) 32 was scrapped.
(7) 20-21 sold to the Texas & Northern, renumbered 19-18 (1971). T&N 18 was incorrectly renumbered 20 by HB&T but corrected by T&N.

Hutchinson & Northern Railway

4	660	Alco-GE	51	B-B	59,700	199,000	1945	1
5	660	Alco-GE	S1	B-B	59,700	199,000	1945	1

Effective date: Nov. 1977. Source of information: H&N. Units on present roster: 4-5

(1) 4-5 were originally South Omaha Termina 1, 4; then H&N 4-5 (12/69).



Illinois Terminal Railroad No. 752, an RS-1, was built by Alco-GE in 1948; weighed 243,400 lbs.

Illinois Northern Railway
(Merged into Atchison, Topeka & Santa Fe Ry. on Feb. 5, 1975)

29-31	1000	Alco-GE	S4	B-B	56,955	227,820	1950	1
32-34	1000	Alco-GE	S4	B-B	56,425	229,700	1951	1

Effective date: Oct. 26, 1977. Sources of information: IN, AT&SF, B&M, GB&W. No units on present roster.

(1) 29-33 retired (1972) and sold to Diesel Supply Co. 29 resold to Neosha Construction Co. 30-31 resold to the Tacoma Municipal Belt, renumbered 903-904 (2nd). 32 resold to Industrial Maintenance Service, renumbered 32. No. 34 scrapped (1968).

Illinois Terminal Railroad

700-703	1000	Alco-GE	S2	B-B	69,000	230,000	1948	1
704-705	1000	Alco-GE	S2	B-B	69,000	230,000	1948	1
706-711	1000	Alco-GE	S2	B-B	69,000	230,000	1950	1
725	800	GM-EMD	SW8	B-B	56,640	229,900	1950	2
751-753	1000	Alco-GE	RS-1	B-B	72,900	243,400	1948	3
754	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	3
755-756	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	3
775-786	1200	GM-EMD	SW1200	B-B	60,950	243,080	1955	4
801	800	GM-EMD	SW8	B-B	57,500	230,000	1950	2, 7
1001-1004	1000	Alco-GE	S2	B-B	69,000	230,000	1948	1, 7
1005-1006	1000	Alco-GE	S2	B-B	69,000	230,000	1948	1, 7
1007-1012	1000	Alco-GE	S2	B-B	69,000	230,000	1950	1, 7
1051-1053	1000	Alco-GE	RS-1	B-B	72,900	243,000	1948	3, 7
1054	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	3, 7
1055-1056	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	3, 7
1201-1212	1200	GM-EMD	SW1200	B-B	72,020	248,080	1955	4, 7
1501-1502	1500	GM-EMD	GP7	B-B	61, 442	245,769	1953	5, 7
1503-1504	1500	GM-EMD	GP7	B-B	61, 223	244,890	1953	5, 7
1505-1506	1500	GM-EMD	GP7	B-B	61, 058	244,230	1953	5, 7
1507	1500	GM-EMD	F7B	B-B	60,150	240,600	1949	6, 7
1508	1500	GM-EMD	F7B	B-B	58,295	233,179	1950	6, 7
1509-1515	1500	GM-EMD	SW1500	B-B	63,604	258,900	1970	7
1600-1601	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	5
1602-1603	1500	GM-EMD	GP7	B-B	61,223	244,890	1953	5
1604-1605	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	5
2001-2004	2000	GM-EMD	GP38-2	B-B	61,833	259,560	1977	7
2301-2306	2300	GM-EMD	SD39	C-C	93,246	387,300	1969	7

Effective date: Aug. 31, 1977. Sources of information: IT, H.O. Forgy & Son, Weirton Steel, Illinois Central Gulf, C&K Coal, Washington-Western Ry., Duval Sales, George R. Silcott, United Railway Supply, Sidbec-Dosco. Units on present roster: 801, 1201-1212, 1501-1506, 1509-1515, 2001-2004, 2301-2306

(1) 700-711 renumbered 1001-1012. 1001, 1003-1004, 1009, 1011 were sold to GM-EMD in trade for new power. 1002, 1005-1008, 1010, 1012 sold to George R. Silcott and Birmingham Rail & Locomotive jointly. 1002, 1006, 1008 resold to Weirton Steel, renumbered 223, 225, 226. 1005 resold to Boyle Co., then to Universal Atlas Cement. 1007 resold to United Railway Supply, rebuilt, then resold to Dominion Steel & Coal, renumbered 1007. No. 1010 resold to the Washington-Western Railroad, renumbered 1010. No. 1012 resold to Duval Sales Corp., renumbered 1012.

(2) 801 was originally GM-EMD demonstrator 800, then IT 725 (1951), then IT 801.

(3) 751-756 were renumbered 1051-1056. Nos. 1051, 1053-1056 sold to the Gulf, Mobile & Ohio, renumbered 1051-1055, then inherited by the Illinois Central Gulf and slated to be renumbered 1261-1265. GM&O 1051, 1054 sold by the ICG to Lone Star Raw Materials. GM&O 1052-1053 sold by the ICG to the Green Mountain Railroad, renumbered 401, 400 (7/76). GM&O 1055 sold by the ICG to H.O. Furgy & Son and named the Herman Jones. 1052 was sold to George R. Silcott and Birmingham Rail & Locomotive Jointly, then resold to C&K Coal Co., renumbered 58, then renumbered 1-761.

(4) 775-786 were renumbered 1201-1212. 785 was rebuilt.

(5) 1600-1605 were renumbered 1501-1506.

(6) 1507-1508 were originally Richmond, Fredericksburg & Potomac 1157, 1159; then Striegel Equipment 1157, 1159; then Precision Engineering 1157, 1159; then IT 1157, 1159; then IT 1507-1508. 1507-1508 were sold to GM-EMD in trade for new power (1969).

(7) 801 is class ES 8; 1001-1006, 1051, class AS 10; 1007-10012, 1054-1056, class AS-10a; 1201-1212, class ES 12; 1501-1502, class ERS 15; 1503-1504, class ERS 15a; 1505-1506, class ERS 15b; 1507, class EF 15; 1508, class EF 15a; 2001-2004, class ERS 20; 2301-2306, class ERS 23. No other units have classes.

Indiana Harbor Belt Railroad

8715-8718	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	1, 13
8719-8739	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	2, 13
8774-8789	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	4, 13
8790-8802	1000	GM-EMD	NW2	B-B	61,625	246,500	1949	4, 13
8811-8834	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	5, 13
8835	1200	GM-EMD	SW7	B-B	61,800	247,200	1949	6, 13
8836-8850	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	7, 13
8856-8863	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	8, 13
8864-8879	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	8, 13
9002-9008	1200	GM-EMD	SW9	B-B	61,600	246,400	1953	9, 13
9200-9207	1500	GM-EMD	SW1500	B-B	62,410	249,650	1966	13
9208-9215	1500	GM-EMD	SW1500	B-B	61,750	247,010	1967	13
9216-9221	1500	GM-EMD	SW1500	B-B	61,265	245,060	1968	10
9222	1500	GM-EMD	SW1500	B-B	62,285	247,140	1970	11
9223-9227	1500	GM-EMD	SW1500	B-B	61,800	247,140	1970	12

Effective date: Nov. 1977. Sources of information: IHB, Penn Central Transportation. Units on present roster: 8716-8732, 8734, 8738-8739, 8774-8776, 8778-8780, 8782-8792, 8794-8796, 8798-8802, 8811-8815, 8817-8819, 8821-8831, 8833-8835, 8856-8871, 8875-8879, 9002-9008, 9200-9222

(1) 8715-8718 were originally class DES-13c. 8715 sold to the Peoria & Eastern, renumbered 9807 (2nd); then inherited by Consolidated Rail Corporation, renumbered 9807.

(2) 8719-8739 were originally class DES-13d. 8733, 8735, 8736, and 8737 were rebuilt to 1200 hp., renumbered Penn Central Transportation 9158-9161; then inherited by CRC, renumbered 9158-9161.

(3) 8774-8789 were originally class DES-13g. 8777 was wrecked and rebuilt to slug 477 (1960). 8781 rebuilt to 1200 hp., renumbered PCT 9162; then inherited by CRC, renumbered 9162.

(4) 8790-8802 were originally class DES-13h. 8794-8796; then returned to the IHB, renumbered 8794-8796. Nos. 8798-8802 sold to the PCT, renumbered

8798-8802; then returned to the IHB, renumbered 8798-8802. No. 8793 rebuilt to 1200 hp., renumbered PCT 9163, then inherited by CRC, renumbered 9163. No. 8797 sold to the PCT, renumbered 9826 (2nd), then inherited by CRC, renumbered 9826.

(5) 8811-8834 were originally class DES-13k. 8832 scrapped. 8816 sold to GM-EMD in trade for new power. 8820 rebuilt to 1200 hp, renumbered PCT 9164, then inherited by CRC, renumbered 9164.

(6) 8835 was originally class DES-16a.

(7) 8836-8850 were originally class DES-16b. 8836-8841 sold to the Chicago River & Indiana, renumbered 8836-8841; then inherited by CRC, renumbered 8836-8841. Nos. 8842-8850 sold to the NYC, renumbered 8842-8850; then inherited by the PCT, renumbered 8842-8850; then inherited by CRC, renumbered 8842-8850.

(8) 8856-8879 were originally class DES-16d. 8872-8874 sold to the NYC, renumbered 8872-8874; then inherited by the PCT, renumbered 8872-8874; then inherited by CRC, renumbered 8872-8874.

(9) 9002-9008 were originally class DES-16r.

(10) 9216-9221 renumbered PCT 9216-9221; then IHB 9216-9221.

(11) 9222 was originally GM-EMD 109, then IHB 9222.

(12) 9223-9227 were renumbered PCT 9223-9227; then inherited by CRC, renumbered 9584-9588.

(13) 8715-8739, 8774-8802, 8811-8834, class 10m; 8836-8850, class ES-12; 8835, 8856-8863, 9002-9008, class ES-12m; 9200-9227, class ES-15m.

Indiana Northern Railway

(Purchased by New Jersey, Indiana & Illinois Railroad Nov. 1, 1959)

100	1000	GM-EMD	NW2	B-B	61,000	243,500	1948	1

Effective date: Nov. 1977. Sources of information: New Jersey, Indiana & Norfolk & Western. No units on present roster.

(1) 100 sold to the NJI&I, leased to the Wabash, renumbered WAB 353 (11/1/59); then renumbered NJI&I 2 (11/61).

Indianapolis Union Railway

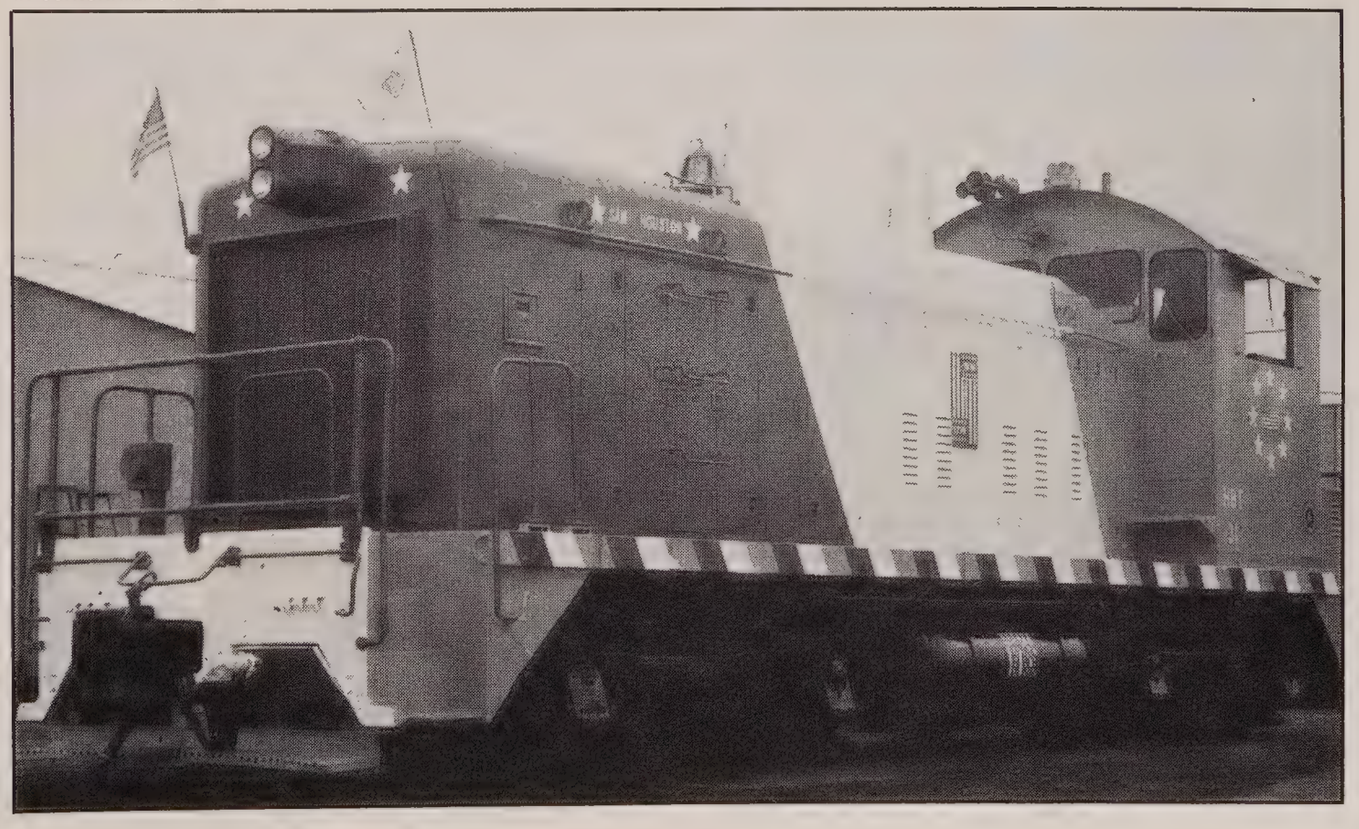
FS10	10-13	1000	FM	ALT 100.6A	B-B	34,000	240,700	1949
	1							
FS10	14-18	1000	FM	ALT100.6A	B-B	34,000	240,700	1950	1
FS12	19-21	1200	FM	H12-44	B-B	34,000	246,000	1952	1
ES15m	22-23	1500	GM-EMD	SW1500	B-B	61,078	249,796	1966	2
ES15m	24	1500	GM-EMD	SW1500	B-B	60,315	246,745	1967	2
ES15m	25	1500	GM-EMD	SW1500	B-B	60,994	249,260	1967	2
ES15m	26	1500	GM-EMD	SW1500	B-B	60,339	246,840	1968	2
ES15m	27	1500	GM-EMD	SW1500	B-B	60,269	246,560	1968	2
ES15m	28	1500	GM-EMD	SW1500	B-B	60,354	246,900	1970	2
ES15m	29	1500	GM-EMD	SW1500	B-B	60,549	248,040	1969	2
ES15m	30-32	1500	GM-EMD	SW1500	B-B	?	?	1972	2
ES15m	200	1500	GM-EMD	SW1500	B-B	61,078	249,796	1966	2

Effective date: Nov. 1977. Sources of information: IU, Precision National, GM-EMD. No units on present roster.

(1) 10, 13, 15-18 sold to GM-EMD in trade for new power. 11-12, 21 sold to Precision Engineering and scrapped. 14, 19-20 sold for scrap to D.J. Joseph.

(2) 22-23, 25, 27-29 were originally GM-EMD demonstrators 106-108, 110, 112, 111; then IU 22-23, 25, 27-29. These units were rebuilt (12/21/67, 11/21/67, 10/31/68, 11/22/69, 5/29/71, 12/23/71). 23 was renumbered 200 for the Bicentennial (1976). IU 22-32 conveyed to the Consolidated Rail Corp., renumbered 9600 1. ●

Houston Belt & Terminal 31, a SW9, named after an honored Texan, *Sam Houston,* was built by GM-EMD in 1951 with 1000 horsepower, B-B wheel arrangement weighing 243,640 lbs., in centennial colors.



LOOK WHO'S WITH US NOW!

This magazine now has a West Coast staff member: Miss Ramona K. McGuire, 2235 Tehama, Apt. 7, Redding, Calif. 96001, the train-ridingest gal we've ever met. She's one of our *Interesting Railfans* and now, appropriately, editor of our *Passenger Train Survey.*

HOBBY CLUB

Conducted by Sy Reich

OFTEN ON TRAIN TRIPS, whether railfan safaris or Amtraking, maybe down from New England or out of Chicago, chit-chat after the Boston Red Sox dramatics rolls to another favorite topic, railroading and what's wrong with it. In this regard, Dave Bulman, prexy of NRHS's Mohawk & Hudson Chapter, made some good points in a recent edition of Joe Thompson's *The Call Board:*

"It is very much in vogue among some railfans and others, to be cynical about railroading. The cynic cites grim stories about Amtrak travel and gloats over the theory that if railroading itself should ever go under, it would be due to a combination of railroad mismanagement and governmental control.

"The feeling pervades in some quarters that when the glory days of steam drew to a close with the last mainline firebox dumped, the railroads, particularly in the East, became increasingly less viable as a mode of transportation and that survival is only marginally possible through ever larger federal subsidies, monitored in increasing detail by bureaucracy.

"Enough! What can be gained by gloating, by the chuckles over railroads' misfortunes? We who say we support the carriers, we who have historical perspective on today's events, need not stoop to cynicism. These are exciting times. It is up to us to show optimism, appreciation of the good things happening in our industry. Never before in railroad history has there been greater investment of dollars to improve the plant, rolling stock, and operation of freight and passenger service. And so I say to all railfans, to those of us who love railroads, throw off the cloak of the prophet of doom and appreciate the good things you find in railroading today."

A GROUP of North Carolina railroad enthusiasts has recently formed a historical and technical association to preserve the history and lore of the former Seaboard Coast Line and Atlantic Coast Line Railroads. Goal of the group is to promote and encourage interest in recording and preserving historical and technical data of the two major component companies of the present Seaboard Coast Line. For more info contact Warren Calloway, Seaboard Air Line and Atlantic Coast Line Historical and Technical Association, P.O. Box 333, Garner, N.C. 27529.

BILL FLETCHER, railfandom's number one albacore fisherman as well as chairman of the Southern Calif. Chapter of the Railway & Locomotive Historical Society, and Fred Stindt, head of the Matson Line marching and chowder society, who is chairman of the Pacific Coast Chapter of R&LHS, and fellow chapterites, haven't allowed any weeds to grow around their vineyards.

Bill, in behalf of his chapter, picked up a beautiful scroll at the recent 25th anniversary celebration at Travel Town, Griffith Park, signed by Los Angeles Mayor Tom Bradley, for SCC's contributions. Also receiving certificates for their efforts on behalf of Travel Town were railroad historians Jerry Best and Ward Kimball. Right now Bill Fletcher, "Dutch" Hendrick, Lee Riblet, Bob Kubach, et al. are working at the annual mid-September L.A. County Fair in Pomona. They are showing the crowds SCC's tremendous locomotive and equipment collections plus the old Arcadia depot. A recent acquisition, 82-foot Santa Fe Horse Express car 1992, also is on display.

Further north in San Francisco locale,

Replica of original cable car that made its first journey on San Francisco hills over a century ago.

Fred Stindt, Stu Forsyth, Don Thrall and company, fresh from their efforts in the California Cable Car Line Centennial last spring, are thinking in terms of the Calif. State Railroad Museum at Sacramento and its 1980 opening. Brian Thompson and others at PCC are getting together a feasibility study for the operation of a concession in the Dingly Spice Mill Bldg. located at the museum's entrance and exit.

AMONG the hard-working, talented guys in railfandom is Al Vaughn, prexy of National Railway Historical Society. A letter of his to all national directors of the Society's chapters in connection with the directors' meeting in Chicago last spring, gives some info on fantrip insurance. The board voted at the meeting to create "Railtours of America" and thus set the wheels in motion to provide insurance for NRHS excursions after a decade of frustrated attempts.

THE HEAT still lies heavy in the valley and summer carnival time hangs on. Even so, we looked into the future when Bill Webber, financial wizard for Railroad Enthusiast, Inc., and R&LHS, brought in our first 1979 calendar. This one, issued by the Railroadians of America, shows a good three-quarter starboard-side view of New York, Lake Erie & Western No. 805, which was used years ago in pusher service over Gulf Summit, N.Y. The calendar was supplied by Warren Crater, 270 West Colfax Ave., Roselle Park, N.J. 07204.

Another rail society, the New York, New Haven & Hartford Historical & Technical Assn., now has a 1979 calendar available with a steam, diesel, or juice picture for each month, plus a bonus photo. They may be had for $3.50 each from Ron Hall, treasurer of the Society, 280 North Elm St., Wallingford, Conn. 06492.

JOHN E. PARKER, ye ed. of Augusta-NRHS newsletter, *The Cinder Snapper,* paragraphs that he is looking for photos on the Georgia & Florida and its predecessors, also the Savannah & Atlanta and its predecessors. His list includes some rather exotic railroads such as Brinson, Statesboro Northern, Wadley & Mt. Vernon Extension, Ocilla, Pinedown & Valdosta, Augusta Southern, Sparks Western, and Midland. Also of interest is the Augusta Northern, Tallulah Falls, and the Elberton & Eastern. John dwells at 1439 Alpine Dr., Aiken, S.C. 29801.

JERRY ANGIER, hard at work with other members of the Portland, Me., 470 Club helping the plan the big Gorham, N.H. trip on Sept. 30 and a fall foliage trip to Island Pond, Vt., the following day, says the Maine Historical Society has announced that Canadian National recently placed the corporate records of the Atlantic & St. Lawrence on indefinite loan to the Society. This includes all directors' and stockholders records of the road from its inception in 1845 until its demise in 1960.

DICK LUCKIN took time out from preparation for the recently-concluded successful Railfair '78. He joined Ron Hill, Kenton Forest, and some other Intermountain-NHRS members, railfans, and Denver citizenry at high noon on Monday, June 19th, 108 years after arrival of the first train in Denver, when the Denver Union Station clocks came alive after more than five years of silence. Intermountain piloted this worthy program of restoration.

WE DON'T know whether special postmarks made aboard the Chessie Special on June 10, 11 and 17, are still available from the Midwest Railway Historical Society, but you might try them. A special pictorial cancel picturing ex-Reading 2101 was used aboard the train on those dates when roundtrips were made from the south suburban Chicago area to Hartford, Mich., Garrett and Peru, Ind. The host post office, Dolton, Illinois, had a clerk aboard the train on each trip to cancel mail.

MRHS, which sponsored the postal facility, issued a set of 3 thermographed cacheted envelopes—one featuring the Chessie Steam Special, another honoring the 25th anniversary of the Baltimore & Ohio Museum, and a third commemorating the 125th anniversary of the arrival of the first train (B&O) from the East Coast to the Ohio River. Each was cancelled on a different trip. You can buy a set of the 3 envelopes from MRHS, Box RR, Riverside, Ill. 60546, for $2.25 plus a large SSE. Or you pay $6 for all 3 designs each cancelled on all 3 trips (9 envelopes). A single cover without choice of design or date costs 75¢. ●

Atlantic Coast Line 0-6-0 class El-3 (Baldwin-built, 1920) at Petersburg, Va., in December, 1946.

Harold K. Vollrath, 2524 Meriwether Rd., Shreveport, La.

(L-R) Miss Fe Chu. Vitaliana Hortel.

Pen Pals Wanted

Kristine Awgul (age 19), 20 Crescent Dr. North, Farmingdale, N.Y. 11735; enjoys writing, rock 'n roll, concerts, photography.

Miss Vitaliana A. Hortel (age 26), 76-E T. Padilla St., Cebu City, Philippines 6401; enjoys singing, reading.

Miss Fe Chu (age 28), 61-A Maria Cristina St., Cebu City, Philippines 6401; collects stamps, postcards, coins; likes to dance.

Miss Ester G. Corpin (age 29), iliran Subprovince, Biliran, Leyte, Philippines 6906; college grad collects stamps, sings.

Mlle. Martine Charrier (age 14), 14 Rue du 8 Mai, 63570 Brassac-les-Mines, France; railroader's daughter will write to another railman's daughter; enjoys group sports, cooking, reading, music.

Miss Zenaida Lendio (age 13), 153 J.M. Basa St., Cebu City, Philippines 6401; enjoys writing to pen pals (especially males), traveling, bicycling.

Mlle. Mylene Teigny (age 17), 3 Place du Cant., Charlot, 89400 Migennes, France; railroader's daughter enjoys swimming, music, reading, making friends.

Miss Asuncion C. Miralles (nickname "Ziony," age 29); Biliran, Leyte, Philippines 6906; college grad plays tennis, badminton, swims, collects stamps, plays guitar.

Miss Victoria R. Abrigo (age 27), Biliran, Leyte, Philippines 6906; enjoys basketball, swimming, typing, strumming guitar.

Mlle. Axelle Kolb (age 31), 44 rue Emile Zola, 95600 Eaubonne, France; retired railroader's daughter will write in English or French to railroad employees or to wife or daughter of a railman; interests include foreign languages, swimming, gymnastics.

Miss Teresita T. Gervacio (age 27), Biliran Subprovince, Biliran, Leyte, Philippines 6906; college grad collects coins, records; plays guitar.

Mlle. Isabelle Gangard (age 13), 10 Rue Bossuet, 69800 St. Priest, Lyon, France; daughter of railman will write to railroader's daughter; enjoys swimming, skiing, basketball, reading.

Miss Delia B. Caspe (age 22), 245 Ba. Camputhaw, Purof 8, Cebu City, Philippines 6401.

Andrew Whittaker (age 16), R.D. 1, Box 190, Brunswick, Vt. 03590; will correspond with someone his own age who lives in United Kingdom; interested in railroads, writing history.

Miss Ester G. Corpin (age 29), Biliran Subprovince, Biliran, Leyte, Philippines 6906; college grad collects stamps, sings.

Mlle. Maryse Demollien (age 15), 313 Boulevard de Saint-Quentin, 80000 Amiens, France; railroader's daughter will write in English to daughter of rail employee; enjoys volleyball, swimming, records.

Miss Florita Solon Baratbate (age 29); 245 Ba. Campuhaw, Purok 8, Cebu City, Philippines 6401.

BOOKS of the RAILS

by Gorton T.H. Wilbur

All-Time Index, revised second edition, by Robert Wayner, 241 pages, 8¼x10¼", *Railroad Magazine,* railroad historical club journals, model magazines, others, Wayner Publications, $8.95. (Available from *Railroad Magazine* Book Service.)

This index tells you where to find much of the information you are looking for. By doing so, it cuts down on the heavy volume of mail sent to Barbara Kreimer. If you can't locate the desired facts in the magazines you have on hand, maybe some buddy peddling back issues can help you out. The index also is immensely valuable to the editorial staffs of the rail publications it lists. We on the *Railroad Magazine* staff have good reasons to be grateful to our longtime friend, Bob Wayner, for compiling and publishing this valuable listing, which supplements his first *All-Time Index,* issued in the early 1970s.

Bob writes: "This index is a guide to the historical article, rosters, plans and model railroading topics which have appeared in seven important rail publications through the end of 1976. It is not as complete as the indexes published from time to time in some of these magazines and journals, nor was it intended to be. Rather, we have concentrated on material of permanent reference value, excluding the insubstantial items that would have taken up space all out of proportion to their usefulness.

"We have arranged the entries in topical categories grouped under the headings of Prototype Railroading, Model Railroading and Plans. The Foreign Railways category includes all lines outside the U.S. and Canada, except those entries on named passenger trains and locomotive rosters which appear in their appropriate sections. Bridges, tunnels, stations and yards are covered under Right-of-Way. Descriptions of railroad activity in particular communities, states, and areas have been put in the Geographic category. Specific traction lines are indexed under Railroad History and Operations; other traction items are in the Traction History and Cars section.

"We have not indexed fiction, photographic essays, poetry, or those articles so strongly subjective or personalized as to have entertainment value only. Nor have we covered railfan groups, model railroad clubs, or individual model train layouts, although certain instructional articles on elements of layout design derived from specific layouts have been indexed. Most of the publications we have indexed have been known by more than one name down through the years."

Matches, Flumes, and Rails, by Kent Stephens, 176 pages, 8½x11", hardbound, photos, rosters, maps, Trans-Anglo Books, $12.95. (Available from *Railroad Magazine* Book Service.)

When you think of Diamond Match Co. your thoughts burrow into country kitchens of fond memory, or lighting up one of Tampa's finest. But railroading also played a big part in their corporate profits. Located in the High Sierra country north of Sacramento in an area near Chico, Calif., it is one of America's most unusual logging and railroad operations. Diamond used not only standard- but also narrow-gage lines to reach secluded forest preserves.

This handsome volume, with a text supplemented by rare pix, maps, and other illustrations, is a compendium of life in logging-country. Before the rails, flumes of unusual and spectacular design carried lumber from the mills to the valley areas. At one time even a cable incline was built and what a big job the geared locomotives had in struggling up the steep grades with trains of heavy timber; also how trainmen risked their lives trying to control runaways, the glory of the "fun" days of long ago when the line carried excursionists, and its impact on Sierra buffs and railfans.

The 50 Best of PRR, by Milton A. Davis, 52 pages, 9x12", softbound, captioned photos, Bernard, Roberts & Co., Inc., $10. (Available from *Railroad Magazine* Book Service.)

For the legion of followers of "The Standard Railroad of the World," photo historian Davis has assembled a portfolio of 50 of his favorite Pennsy pix taken at the height of the System's greatness. It is mostly steam, but there are also early diesels and unusual electric shots. Many are dramatic views taken on Horseshoe Curve. It is a fine selection reproduced in black and white on heavy print-quality vellum, one photo per page, one side of a page. Each print is about 8x10" with full caption.

The Railroad—What It Is, What It Does, by John H. Armstrong, edited by Marc Green, photos, graphs, charts, Simmons-Boardman Publishing Corp., $14.95. (Available from *Railroad Magazine* Book Service.)

To my knowledge, this is the first modern book aimed at introducing the new and aspiring employes and management trainees to the world of railroading. Everything's here from air-brakes to waybills, from intermodal traffic to transportation ratios, from net re-

turn on investment to traction motors. Over 90 illustrations, charts, and graphs. It fills a need for training young people in our industry. Any university transportation course would find it extremely useful.

Journals and Periodicals

National Railway Bulletin, edited by William C. Wagner, an *Interesting Railfan,* for National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103, is Vol. 43, No. 2, 1978. Rail photographer John F. Collins, Jr., sets the pace for a good issue with his cover photo of Lehigh Valley gas-electric No. 16 and trailer on a cold day in 1949 at Rochester Junction, N.Y., acting as a connecting train to Rochester for the *Black Diamond.* John took the photo from the old RJ tower, now torn down. Barbara Bell's "The Lehigh Valley in The Finger Lakes Region" adds still more fine flavor. Other articles are "Memories of the Ma & Pa," by Willard H. Hart; "Covered Bridges and Steam Locomotives," by C.F.H. Allen, and Donna Trebing's "Illinois Terminal Without Trolley Wire." Al Vaughn, talented NRHS prexy, has a good station column in his The President's Page. Electric lines, main lines, and new books complete another satisfactory WEW effort.

A final report on railroad safety by the Congressional Office of Technology Assessment has been published by the U.S. Government Printing Office. Recent rail disasters have raised public questions about safety measures used by the railroads. This study indicates that from 1966-'74 track-caused train accidents increased by more than 100%. The increase is related to both an extensive and growing deferral of maintenance of tracks and roadbeds and increased axle loadings.

Until the railroads' financial condition improves, track-caused accidents are not likely to be reduced, OTA reported, adding that they worsen the outlook for economic improvement of the railroad industry. The OTA analysis notes that in 1975 the cost of railroad accidents totalled $575 million and account for 3.5% of total industry operating revenue.

During the 9-year period 1966-'74, accident costs increased by 38%, casualty claims by 46%, and property and lading losses resulting primarily from train accidents, 21%. OTA maintains that current inspection programs and strategies, authorized by the 1970 Railroad Safety Act, have not effectively dealt with the safety problems. The report, *An Evaluation of Railroad Safety,* is available at $4.24 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. In writing, it might be a good idea to include the GPO stock number, 052-003-00533-6.

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The books are available only by mail through Railroad Magazine Book Service, 150 East 58th Street, New York, N.Y. 10022.

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SHORELINER, edited by Wm. G. Dulmaine, Jr., is issued quarterly by New Haven Railroad Historical & Technical Assn., Inc. Subscriptions in U.S. and Canada: $9.50 for first year, $9 a year thereafter. Foreign postage $2 extra per year. Get club info from treasurer Ronald Hall, 280 North Elm St., Wallingford, Conn. 06492. Send editorial matter to Bill Dulmaine at NHRHTA. New England Office, Cedar Ave., Millbury, Mass. 01527. This is a group interested in everything New York, New Haven & Hartford Railroad. Its slick quarterly with fine articles and photos, excellent scale drawings, charts, and maps, has given many railfans happy hours. Stories of J. Frank Doolan, NH trouble-shooter; Fairbanks Morse diesels, Charlie Brown's new feature "Trolley Stop," and scale drawings of the enginehouse at Southampton St., Boston, and Providence, R.I., highlighted the Spring 78 issue.

A NEWSLETTER always received with interest is *The Michigan Railfan,* edited by Ed Maszara. It has lively copy of Michigan persons, places, and things, and photos are well above average. Adding their bit to it are Joe Nikiel, Bill Miller, W.E. Hague, G.M. Meints, and Charlie Petcher. This publication is the official organ of Michigan Railroad Club, P.O. Box 586, Dearborn, Mich. 48121. The president is Kenneth R. Utter, first vice president Edward Maszara, second vice president John F. Bjorklund, recording secretary Ruth J. Franz, corresponding secretary Marge Giandomenico, and treasurer William M. Nebel. The club is all year, scheduling trips to Canada, the Colorado Rockies, the Midwest, etc. Get club info from membership chairman Charles Stephens, 6442 Calhoun, Dearborn, Mich. 48126.

THE SANDHOUSE is edited by Mike Green for the Pacific Coast Branch of Canadian Railroad Historical Assn., P.O. Box 1006, Station A, Vancouver, B.C. Mike turns out a good newsletter on the history of British Columbia railways Annual dues are $3.50. Also published during the year is *B.C. Rail Guide,* consisting of rail film sources and other interesting info, for $1.

THE BULLETIN, for Railroad Station Historical Society, edited by *Interesting Railfan* Wm. F. Rapp, 430 Ivy Ave. Crete, Neb. 68333; includes articles, photos, maps, diagrams. For $3 a year you can join RSHS, get *The Bulletin,* learn how to help preserve railroad stations, and read about long-ago urban and rural depots.

SUNSHINE EXPRESS, monthly magazine of Australian Railway Historical Society (Queenesland Div.), Box 682, G.P.O., Brishbane 4001, Qld. ●

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill O'Brien, advertising manager, Railroad Magazine, 150 E. 58th Street, 35th Floor, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: October issue closed July 15.)

1979 New England Railroad Calendar, thirteen exciting, exciting steam, diesel, and electric pictures, open to 11"x17", $3.50 postpaid. Latest catalog 15¢ stamp.—Comet Films, Box 8741, Boston, Mass. 02114.

PRR Builders' Photos: 8x10 b&w steam, electric, diesel, passenger, and freight from PRR Library and other collections. Send $2 for sample photo and list, or 50¢ for list only, to Frank Simeone, 1203 86th St., Brooklyn, N.Y. 11228.

Trolley Trails Through The West. Vol. 1—Yakima; Vol. 2—Seattle; Vol. 3—Portland. $3 each. Money back guarantee.—Wilson Bros. Publications, Box 712RR, Yakima, Wash. 98907.

Wanted: 1925/6 1927, 1928 PRR wall calendar posters in regular or glossy form for M.J.H. Tarnopol, Box 375, Cornwall, N.Y. 12118.

Dining-Car China, 60 patterns from 28 railroads. Silverware, playing cards, menus. SSE for new list.—Anderson Route, 2765 Quail Ave. North, Golden Valley, Minn. 55422.

Victorian Ticket-Dispenser Cabinet, wood, roll top door. 36" high x 24" diam. x 11" depth. Interior slats having original clay balls. SSE for list. Want: quality railroadiana.—T&L Railroad, 4512 Montrose, Houston, Texas 77006.

Michigan Timetable Reprints: 1927 Ann Arbor 75¢, 1909 LS&MS $1. 1919 Michigan Central $1.50, 1905 Pere Marquette $1.50. SSE for list. MCRR, 5220 Texas, Kalamazoo, Mich. 49009.

Railroad Emblem Decorator Wall Plaques, handcrafted replicas, 26 tackboard miniatures mounted, 7x8", 9 large approx. 16". Send for description, prices.—Wm. S. Alcavage, 3111 Kearsarge Ave., Camden, N.J. 08104.

Employee & Public Timetable Auction: Send $1.50 and SSE for catalog and bid form. SP's date back to 1906. NP, UP, SPS, STSF B&O, FJG, CN, CP, NdeMex, N&W, NWP, SN, PE, others.—Railway Negative Exchange, Dept. RR-TTI, P.O. Box 408, Moraga, Calif. 94556.

Annual Pass Auction: Send $1.50 with SSE for catalog and bid form. Some date back to 1893.—Railway Negative Exchange, Dept. RR-AP, P.O. Box 408, Moraga, Calif. 94556.

Ohio Bus Photographs: Same conditions as our traction photos.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

Railroad Artifacts: Send SSE for October list; six SSE's for next six lists. Also buying railroad china, silver, licks, badges, etc.—1131 Maryvale, Cheek Towaga, N.Y. 14225.

Pre-Amtrak Timetables: Train brochures, employee magazines, system maps, etc. Send large SSE for new catalog to Butz, 543 Beverly Road, Teaneck, N.J.

Brass Leslie Tyfon Airhorn No. A-75-LR; 18x5½". Aluminum Leslie Tyfon Airhorn No. 200, 30x8½". Either cab 4 or GS. SSE for list. Will buy quality railroadiana.—T&L Railroad, 4512 Montrose, Houston, Texas 77006.

Locomotives 1-999 of the Jersey Central: soft cover, 109 pages, 8½x11", all-time rosters, covers all rebuilding and renumbering, more than 100 large photographs, 25 diagrams. Diesel section will be published later. $7.50 postpaid.—Railroadians of America, 270 W. Colfax Ave., Roselle Park, N.J. 07204.

Rails South: information, news, and photos of southern railroads. Six big bimonthly issues for $4 if you act now! Send check to White Publishing, Box 286-A, Geneseo, Ill. 61254.

Retirement Business: 34,000 color and b&w slides, stock, photos, magazines, books, complete office and darkroom equipment. $12,000 or ?—time payments. Send $1 and large SSE. 35 Slides, Box 6098, Colorado Springs, Colo. 80934.

Railroad Stock Certificates! Catalog plus beautiful certificate, $2. I also buy stocks, bonds, Western railroad passes, timetables. Write to Ken Prag, Box 531-R, Burlingame, Calif. 94010.

For Sale: German-American Nostalgia. Copies of original map produced 1853 in Germany for travellers to North America, Canada, Calif., Texas, 29x21", $50, postage and insurance included. Railways and such being built, mail streets, telegraphs, etc., marked.—MAP, Box 147, Claymont, Delaware 19703.

Members' Slides: Repronar-reproduced, Kodak-processed. Send SSE and $1 for list #3 and sample to Hawk Mountain Chapter NRHS, Dept. C, P.O. Box 372, Allentown, Pa. 18105.

Back Issues: Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains, others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinville, N.J. 08836.

Coming Events

(No charge for listing here)

Sept. 23-24: 2-day trip over Clinchfield Railroad, using steamer No. 1 and F units. Lv. Elkhorn City, Ky., 500-mile roundtrip thru 5 mountain states, 54 tunnels, gorges, high trestles, meals enroute to Spartanburg, S.C. Motel accommodations, buffet supper, breakfast at Spartanburg. Open gon and club car on part of trip. Info with ticket purchase from Carl E. Adkins, Bluegrass Railroad Club, Lexington, Ky. 40504, or call 606-278-1975.

Sept. 23, Oct. 28, Nov. 18, Dec. 16: Big Bash train meets, AHM Bldg., 9 a.m.-2:30 p.m., D and Tioga Sts., off U.S. 1, Philadelphia. Pre-registration $1, at door $1.50. Kids under 12 with adult free. Pre-registered 8 ft.-tables $5. Tables at door $7. Auction 1:30 p.m. Movies, operating layouts. SSE to Bernie Paul, D and Tioga Sts., Philadelphia, Pa. 19134.

Sept. 24: FALL COLOR EXCUR., Pike's Peak cog rr., sponsored by Colo. Midland-NRHS. Tom Daniels, CMC, P.O. Box 824, Colorado Springs, Colo. 80901.

Sept. 24-Oct. 3: Colorado Circle Tour sponsored by Michigan RR. Club, special coaches on Amtrak's *Wolverine,* Vista Dome on *San Francisco Zephtr,* and *Twilight Limited.* Full escorted. MRC, Inc., P.O. Box 586, Dearborn, Mich. 48128.

Sept. 29-Oct. 15: Autumn in New England via Amtrak from southern Calif., crossing country to Atlantic Seaboard and return. Contact Pacific Railroad Society, P.O. Box 70, East Irving, Calif. 92650.

Sept. 30: 470 Railroad Club round trip Portland, Me.-Gorham, N.H., over Grand Trunk with Via Rail Canada equip. Adults $25, kids $17. Oct. 1: Annual Fall Foliage Spectacular sponsored by same club, Portland-Island Pond, Vt., round trip over Grand Trunk with Via Rail Canada coaches. Photo run-bys. Both trips, contact Jerry Angier, 79 Hillside Ave., South Portland, Me. 04106.

Sept. 30: steam round trip behind Southern 610, Birmingham to Sheffield, sponsored by Heart of Dixie-NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Sept. 30: 2nd annual excur. on San Luis Central's *Peavine Express,* sponsored by Intermountain-NRHS and Colorado Midland-NRHS. Lv. 10 a.m. Sugar Jct. near Monte Vista, Colo. return about 3 p.m. $8 incl. meal and trip. Info from Robert Brown, Intermountain-NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland-NRHS, P.O. Box 824, Colorado Springs, Colo. 80901.

Sept. 30: Clinchfield excur. Marion, N.C., to Erwin, Tenn. Query Jack Annis, Morganton Jaycees, P.O. Box 227, Hildebran, N.C. 28637.

Sept. 30-Oct. 1: Autumn Color Weekend at Mid-Continent Ry., North Freedom, Wis. Two full days passenger, mixed and frt. trains, doubleheaders and helpers. Photo run-bys, night photo sessions. Mid-Continent Railway, Dept. RR, P.O. Box 55, North Freedom, Wis. 53951.

Oct. 1: Clinchfield excur. Marion to Erwin, write Dave Hinson, Exchange Club of Shelby, 309 Circleview, Shelby, N.C. 28150.

Oct. 1: ex-Southern 4501 hauling Birmingham to Sheffield, one-way, sponsored by Heart of Dixie-NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Oct. 1: Excur. Chicago to LaPorte, County Hist. Steam Society, Hesston, Ind., via South Shore Line and connecting to museum for doubleheader steam operation with photo run-bys. Nov. first annual Blackhawk swap, Adams Room, Midland hotel, downtown Chicago, 9 a.m.-4:30 p.m. Admission $1. Models, railroadiana, slides, photos, etc. Tables $5 each in advance. SSE both events Blackhawk-NRHS, P.O. Box A-3795, Chicago, Ill. 60690.

Oct. 7 & 8: North Alabama Railroad Club sponsoring ex-Sou. 4501, Huntsville to Chattanooga Choo-Choo, round trip both days. Lv. Huntsville depot on Church St. 8:30 a.m., return about 6 p.m. Three-hour layover at tourist Choo-Chooland. Adults $23.95, kids under 12 $20.95. SSE for info from Trip Director of sponsoring North Alabama Railroad Club, P.O. Box 4163, Huntsville, Ala. 35802.

Oct. 7: Union Pacific 8444 haulint special round trip, Denver to Laramie, incl. baggage car, coaches, dome coach, full lounge. Food service in baggage car. Photo run-bys. Adults $38. Info and tickets from Robert Brown, Intermountain-NRHS, P.O. Box 5181, Denver, Colo. 80217.

Oct. 7 & 8: Autumn Leaves Special behind Clinchfield's One-Spot, Spartanburg, S.C. to Erwin. Write Clinchfield Railroad Autumn Leaves Special, Erwin, Tenn. 37650.

Oct. 8: *Pennsylvania Limited,* Penn. Sta., Newark, Metropark, and Trenton, N.J., to Strasburg via special Amtrak train with restored GG-1 No. 4935. Photo run-bys with 4935 and Strasburg steam. Incl. admission to Penna. state RR Museum at Strasburg. Over 385 miles by rail, with trip souvenir. Adults $34; kids under 12, $32. Send SSE to Trip Chairman, Tri-State NRHS, P.O. Box 255, Dover, N.J. 07801.

Oct. 8-9: special Amtrak New England-Hudson Valley foliage train, Boston, Mass.-Saratoga Springs, N.Y. Over 500 miles via Conrail and D&H. Photo run-bys. D&H shop tour. Adults $88 (double occupancy), $44 for (kids under 12). Train only, $50. Write Mystic Valley Ry. Society, P.O. Box 32, Mattapan, Mass. 02126.

Oct. 14: Railfans' Day on Yosemite Mountain-Sugar Pine R.R. at Fish Camp, Calif. Several trains running on narrow-gage line for pix, incl. freight and moonlight caboose hop behind 3-truck Shay if enough interest is shown; other events. Fares begin at $20. SSE to Agent, YM-SPRR Railfans' Day, 3473 W. Shields Ave. #95, Fresno, Calif. 93711.

Oct. 14 & 15- 21 & 22: Autumnal Leaf Special, reserved seats Chattanooga to Crossville, Tenn., round trip behind 4501. Return each day over the Southern and Tennessee Central. Mountain railroading. Commissary and dining car on train. Adults $22.50, kids 5 thru 12, $18.50. SSE for info to Tenn. Valley Railroad Museum Excursion Tickets, Dept. FL, c/o Camera Center, 5 W. 8th St., Chattanooga, Tenn. 37402.

Oct. 15: National Assn. of Timetable Collectors Railroadiana Bourse, Holiday Inn-Edison, Rte. 1 South and Int-287, 10 a.m.-5 p.m. Adults $1, kids 50¢. $10 per 3x6' table rental. Reservations and further details from Francis Meaney, Jr., 21 Willow Rd., Metuchen, N.J. 08840.

Oct. 14: Fall Foliage excur. Boston, Mass., to Chatham, N.Y., round trip via Conrail's old B&A route, photo run-bys. Adults $29.95 ($34.95 after Sept. 18), kids 12 and under $17.95 ($22.95 after Sept. 18). Contact Mass. Bay Railroad Enthusiasts, Inc., Box 136R, Ward Hill, Mass. 01830. SAE.

Oct. 14: Fall Foliage Special on Railfan Day, Morris County Central R.R. Lv. Newfoundland for Beaver Lake Jct., N.J. roundtrip. Ticket good for special and one regular roundtrip. All equipment available for viewing. Adults $5, kids under 12 $2.50.

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